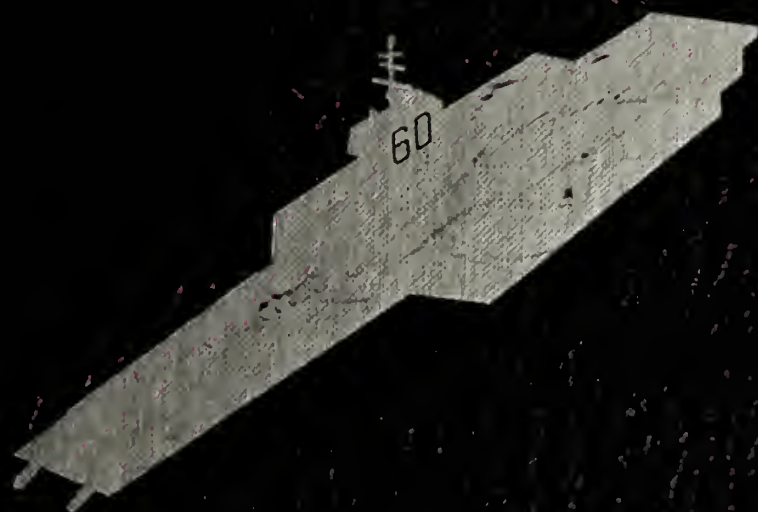




SARATOGA



MEDITERRANEAN CRUISE ★ 1958







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CVA-60



L. to R.: Rear Admiral George W. Anderson, Rear Admiral Clifford S. Cooper, Vice Admiral Charles R. Brown

IN MEMORIUM

ATTACK SQUADRON THIRTY-FOUR

Lieutenant junior grade Donald T. Jackson, USNR

HEAVY ATTACK SQUADRON NINE

Lieutenant James L. Chaffee, USN

Ensign Robert L. Martin, USNR

Richard G. Favreau, AD3, USN

FIGHTER SQUADRON THIRTY-ONE

Lieutenant junior grade Kenneth C. Seawright, USNR

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King & Queen of Greece

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Adm. Cooper's Day

Carrier Landings

Master of Arms

Change of Command

Secretary of the Navy

Naples Smoker

Lourdes

Special Events

Cruise Book Staff





REAR ADMIRAL C. S. COOPER

COMCARDIV 6

10 JULY '57 - 2 JULY '58



REAR ADMIRAL G. W. ANDERSON, JR.

COMCARDIV 6

2 JULY '58 TO--



CAPT. W. E. ELLIS



CDR. L. W. CHICK

CDR. C. W. PITTMAN

CDR. H. KNICKELBINE

CDR. J. E. MURPHY, JR

LCDR. K. R. BEATTY



LCDR. C. L. GIEBLER

LCDR. J. J. O'CONNOR

LCDR. A. J. ZENNER

LCDR. J. G. BROZO

LCDR. R. M. CASSON



LT. O. A. PETERSON

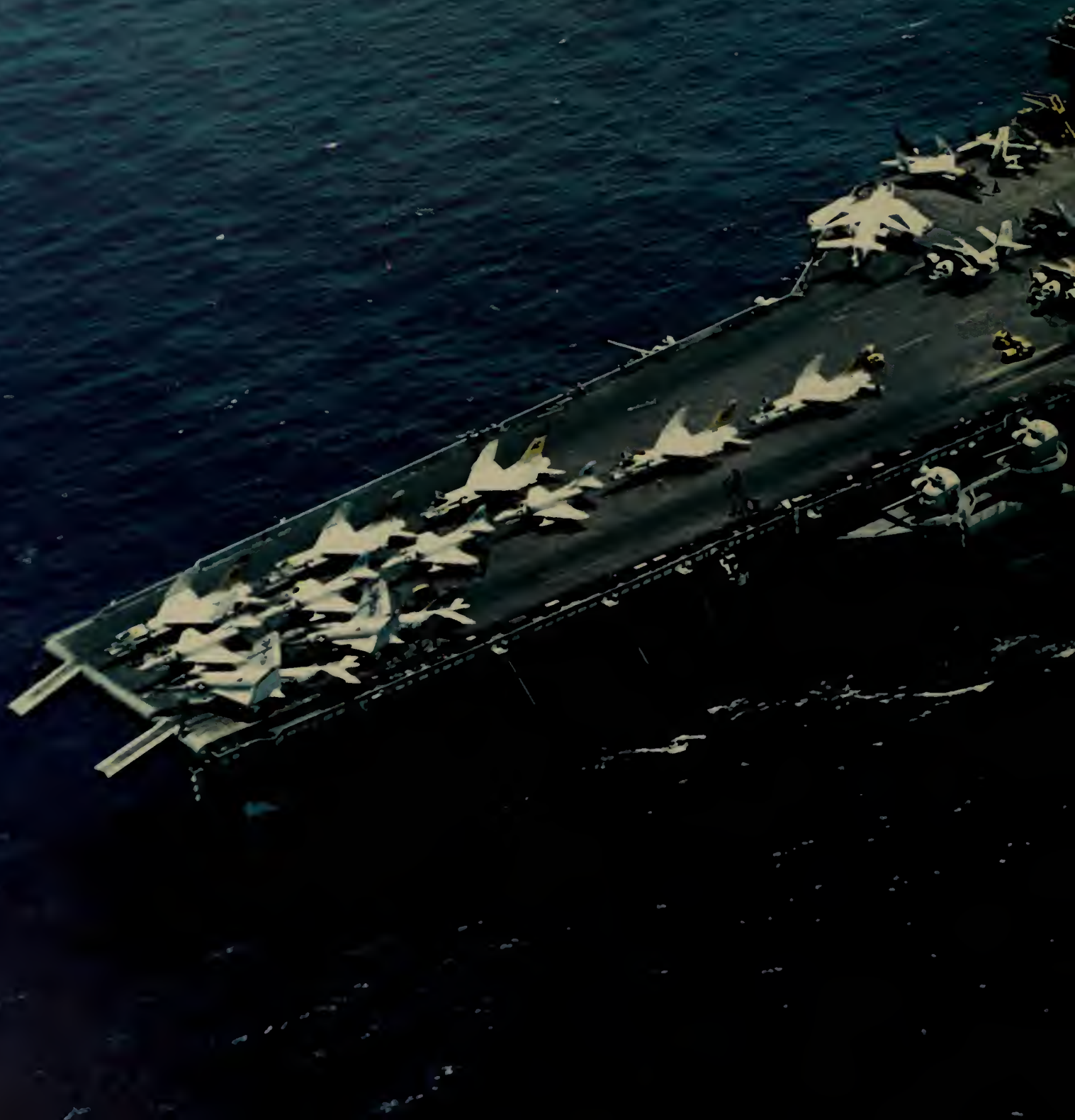
LT. H. L. CHANAUD

LT. G. B. VAN VALKENBURG

LTJG. R. W. ANDERSON

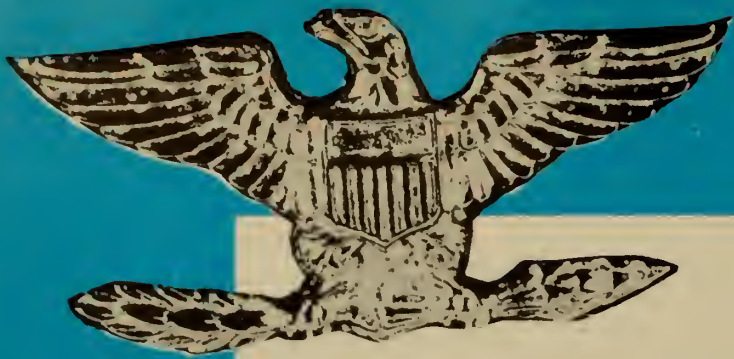
ENS. D. M. MARSHALL

THE MIGHTY



SARA





TO THE OFFICERS AND MEN OF THE SARATOGA

This interesting book portrays the "Coming of age" of a mighty instrument for peace and war in the arsenal of democracy. It is the story of the first service in the defense of our beloved country of the United States Ship SARATOGA, the "Sixth ship of the Line" by that name. To each one of you who participated in the NATO Exercise and the Mediterranean deployment there must come great satisfaction in knowing that your ship with her jet age Air Group came through her strenuous and long test in a manner which has brought credit and honor to her illustrious name, our Navy and country.

To our families, sweethearts and friends who will scan the pages of our "doings," I am sure there will strongly arise a feeling of pride in your accomplishments, and in your dedication to the preservation of the Christian ideals for which our country forever stands.

For all, there stands out in these pages the reassurance of security that our presence in distant seas and shores brings to our foreign friends and allies in the cause of freedom and justice in a historic period of intense international tension. Having been called upon to demonstrate our instant readiness and full potential in support of the United States military assistance rendered on request to the troubled country of Lebanon, the "Super Sara" with her Air Group offered striking and visible proof of her modern effectiveness and purpose.

I am sure you will agree with me that it has been a privilege and a stimulating experience, as well as a lot of fun and pleasure, to have been a key element in the famous Second and Sixth Fleet teams of the world's greatest Navy as they perform their mission of assisting in the maintenance of world peace. Well done!

A. R. MATTER

Captain, U. S. Navy

Commanding





CAPTAIN A. R. MATTER
COMMANDING OFFICER
U. S. S. SARATOGA
CVA-60



**COMMANDER
C. N. CONATSER
EXECUTIVE OFFICER
1958**



**COMMANDER
J. B. WALLACE
EXECUTIVE OFFICER
1957**

THE SARATOGA

USS SARATOGA, CVA-60, the sixth ship so named in honor of the famous Revolutionary Battle of Saratoga, October 17th, 1777, was christened October 8th, 1955, by Mrs. Charles S. Thomas, wife of the then Secretary of the Navy.

SARATOGA is the second of the great super-carriers and was commissioned April 14, 1956. Stretching 1,039 feet in length and 252 in breadth, SARA's flight deck covers more than four acres. This great size is dictated by her mission to handle the newest and fastest aircraft effectively and by the need to store supplies and fuel to make her independent of bases for months at a time at sea.

SARATOGA has taken her place in the operating forces of the Navy as a vital member of the Sixth Fleet, where she contributes significantly to the Fleet's massive offensive punch and defensive power. The U. S. Sixth Fleet is serving the United States by providing protection and security for American interests and those of our Allies and friends in the European Theater, and by creating goodwill and friendship in the quest for lasting world peace and harmony.



ITINERARY

PORTS

DATES

MAYPORT

Departed 1 February 1958

GIBRALTAR

13 February to 15 February

NAPLES

18 February to 28 February

BARCELONA

10 March to 21 March

GENOA

31 March to 10 April

CANNES

17 April to 25 April

PALMA

2 May to 8 May

BARCELONA

9 May to 16 May

SUDA BAY

25 May to 28 May

ATHENS

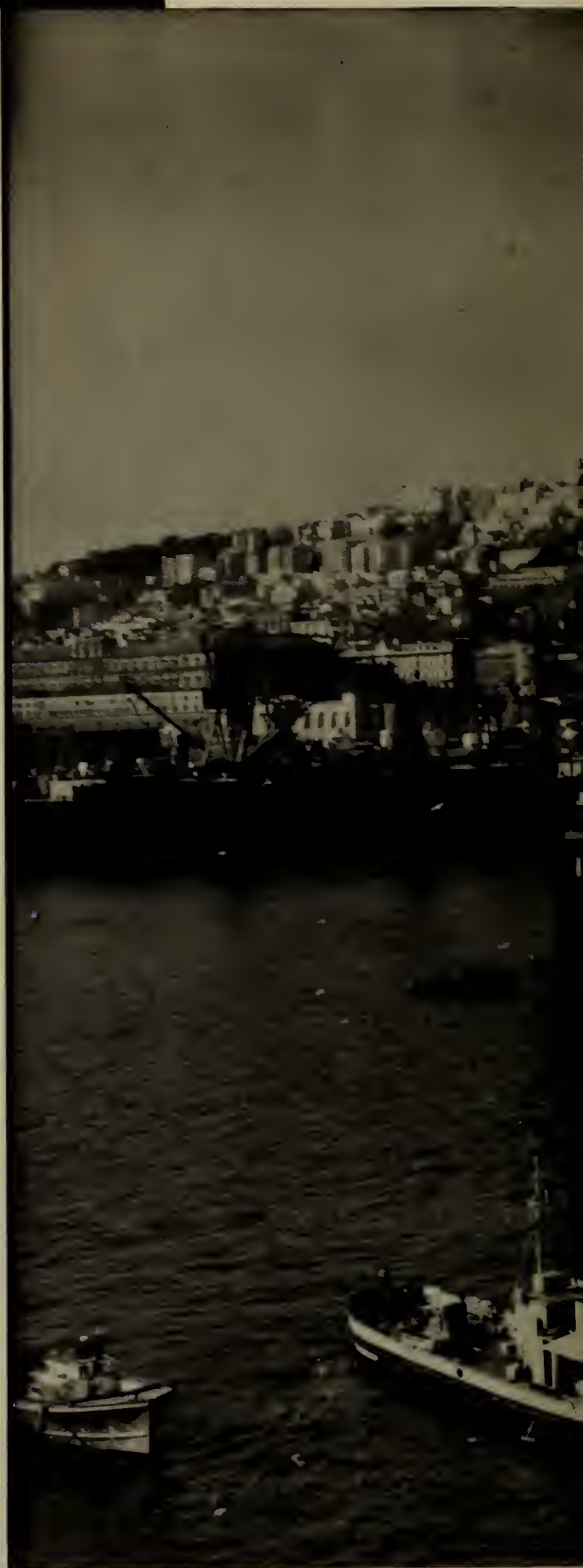
10 June to 16 June

RHODES

18 June to 24 June

CANNES

1 July to 15 July





Moored at last, the SARATOGA lies in view of NAPLES hilltop prison, CASTEL SANT'ELMO.

PRESIDENTIAL CRUISE

PRESIDENT EISENHOWER VISITS SARATOGA

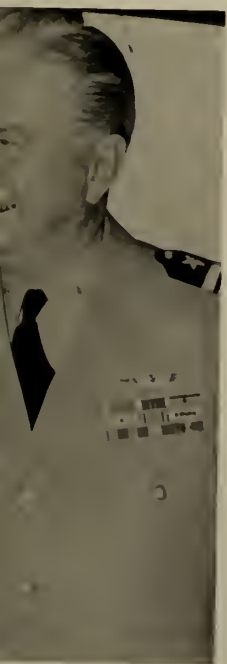
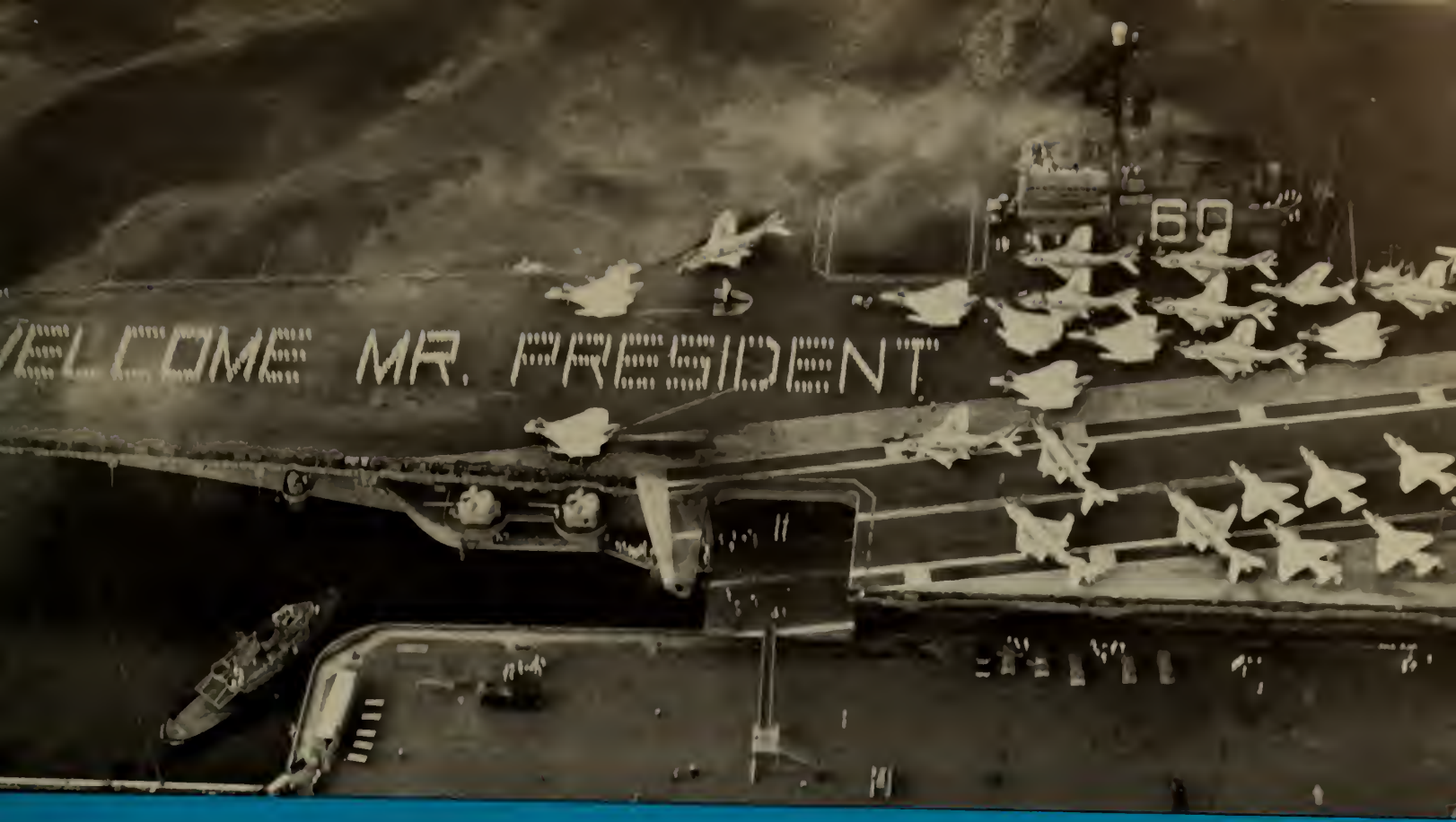
On 6 and 7 June 1957, President Dwight D. Eisenhower, embarked in SARATOGA, witnessed a fleet exercise displaying the might of naval sea and air power.

On the evening of 7 June in Washington, he opened a speech with the following words:

"Just a few hours ago, I stepped ashore from an American warship—one of the mightiest that this world knows: the aircraft carrier SARATOGA. During my two days aboard that vessel, living with her officers and men, I was impressed over by the skill, patriotism, and selfless devotion of Americans serving in our Armed Forces. Their dedication to duty reminded me again of that wonderful observation by General Robert E. Lee. He said: 'We cannot do more than our duty: we would not wish to do less'."



"Watch those planes go!"
said the President to Captain Moore.



Watching flight operations are, left to right, Mr. Larson, Treasury Secretary Humphrey, Secretary of State Dulles, Defense Secretary Wilson, President Eisenhower, Admiral Burke, and Admiral Wright.





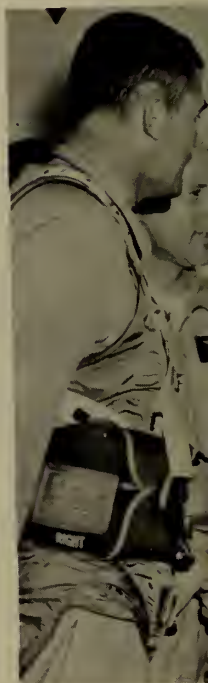
The SARATOGA'S expansive flight deck reminds the President of his native Midwestern plains.



First carrier-to-carrier, ocean-to-ocean flight



Top Navy brass was here—Vice Admiral Pirie, Admiral Burke, and Admiral Wright.



Four hours from the BON HOMME RICHARD in the Pacific to the SARATOGA in the Atlantic.



Red-bearded Admiral Pirie congratulates the A3D crew on their ocean-to-ocean flight.



President chats with A3D Sky Warrior crew.



The President was highly impressed by the SARATOGA and her Air Group.

OPERATION STRIKEBACK



North of the Arctic Circle

In September 1957 SARATOGA made her maiden voyage across the Atlantic to participate in NATO's OPERATION STRIKEBACK. Along with 150 other ships from six NATO powers, SARA tested her operational capabilities in the icy waters of the strategically-located Norwegian Sea.



REFUELING WAS COLD, DANGEROUS AND
TIME CONSUMING



Unhooking the Tow Bar



A3D, F3H, and F4D



SACLANT, Admiral Jerauld Wright
Came Aboard to Observe



English Sea Hawk and Sea Venom Ready for Launch

Admiral Cooper
Briefs the Press





Parliament Square,
London



H.M.S. VICTORY, Portsmouth

Picadilly Circus,
London



EDINBURGH CASTLE

AND



EDINBURGH CITY



SCOTTISH HIGHLANDERS IN FULL DRESS



GLASGOW

1957 HOLIDAY SEASON

Those of us who were unable to go home for Christmas had our 1957 Holiday Season brightened by a children's Christmas party on 22 December and by a rousing Air Force Show on 28 December.



"And, please, Santa, bring my Daddy home soon."

Christmas on board SARATOGA was highlighted by Nativity scene.





High steppin' cuties from Hinds Junior College



World famous Air Force Drum and Bugle Corps performed in the Gator Bowl half-time show later in the day.



Any wonder why they're called Hi-Steppers?



Miss Texas,
Miss South Carolina,
Miss Tennessee,
and their
Saratoga escorts.



Randall Hopkins, Fireman of Sparta, Tennessee,
escorted a fellow Tennessean.

SARATOGA AT HOME



ON THE EVE OF DEPARTURE

Essentials were loaded first.



An A3D Sky Warrior, largest carrier-borne aircraft, is lifted to the elevator.



Winstons are on top again.



Cigarette rationing increased shipboard smoking.



Supplies await the loading of the ship's boats.



One of the better views of the Jacksonville Beach pier and main bathing areas.



Our own Cypress Gardens.



Chief Walsh supervises this sign of farewell, the lifting of the accommodation ladder.



It was a sad day in many ways . . .



COMNAVAIRLANT bade us farewell.

THE SIXTH FLEET







VADM CHARLES R. BROWN

COMMANDER, SIXTH FLEET

We watched "the Rock" rise up out of the sea on the morning of February 13, 1958, as we completed our Atlantic crossing.

Gibraltar, the towering rock that guards the entrance to the Mediterranean, is a familiar landmark to old salts and a thrilling sight to those making their first Atlantic crossing.

COMMANDER SIXTH FLEET, Vice Admiral Charles R. Brown, came aboard to welcome SARATOGA to the Mediterranean shortly after we left Gibraltar.



G I B R A L T A R

GATEWAY TO



THE

MED





Situated on the slope of snow-capped VESUVIUS, NAPLES lives up to classic title, "Jewel of the Mediterranean."

NAPLES

Considered the commercial, cultural and artistic center of Southern Italy, Naples occupies perhaps the most beautiful harbor site in Europe. The bay composes a half-moon with two islands, Ischia on the northwest and Capri on the south entrance, forming the outermost extremities of the curve. Built on the slopes of Mt. Vesuvius, the city of Naples rises from the shore like a many-tiered theatre, best seen from the sea—for which the SARATOGA was ideally located.



Aircraft at parade rest as Vesuvius looks on.

THE FIGHTING COCK receives a visitor from the USO.



After weather two days beyond breakwater, the SARATOGA is tugged into the BAY OF NAPLES.





Sailor: "Quanto costa?"
 Salesman: "Five pak cigarette, Joe."

Postcards are selling well at the USO.





Sunday strollers pass the 13th-century fortress, CASTEL NUOVO, on the way to fleet landing.



Neapolitans take in the sun on the PIAZZA MUNICIPO.



SORRENTO

Much touted, much sung vacation spot, Sorrento is approached from Naples by a spectacular drive along the Mediterranean coastline, past Torre del Greco, Torre Annunziata, and Castellammare. Perched high on cliffs dotted with orange and lemon groves, the town appears drowsily quiet during the off-season but becomes a buzzing tourist center during the summer peak period.



Chaplain's tour gets underway for SORRENTO.



The clouds lift for a cliff-side view of SORRENTO, overlooking SEA OF THE SIRENS, after whom this popular resort was named.



SKIING IN THE PYRENEES

From Barcelona, some one hundred SARATOGA outdoorsmen motored to the towns of Nuria and La Molina nestled in the Spanish Pyrenees, where they spent the week end of March 14-16 skiing, or killing themselves trying.



The 1400 launch.



Super Molina; height 8,475 feet.



Going up?



Some people actually skiied.



And back at the lodge . . .



Coffee break.

POMPEII

In 79 A. D. Vesuvius violently erupted and, with its hot lava, completely wiped out one of the most thriving, populous, and wealthy towns of Campania. For some two centuries, generations of students and workmen have taken turns in the labor of disinterring the lost city of Pompeii and today it is granted to the world to admire the results of one of the greatest undertakings that humanity can boast towards the reconstruction of its past history by the resurrection of the ancient world and its life as they may be learned from the story, complete though brief, of a city buried by Vesuvius.



FORUM OF POMPEII . . . Center of the religious, political, and economic life of the city, the Forum of Pompeii is incomparably the finest and most complete to be found in any of the ancient cities of Italy.

THE TEMPLE OF JUPITER, flanked by two triumphal arches, shuts off the southern end of the Forum and rises well above the surrounding buildings.





THE FOUNTAIN OF TREVI is celebrated for the legend that whoever drinks its water or throws a coin in the fountain will assure his return to Rome.



ST. PETER'S BASILICA, the largest and most famous church in all Christendom . . . Dominating St. Peter's Square is the immense dome by Michelangelo.

R

O

M

E



COLOSSEUM . . . symbol of the Eternal City.



ROMAN FORUM . . . ruins of a great empire.





ARCH OF CONSTANTINE.



"... along the Appian Way."



BERNINI'S COLONNADE.



THE WEDDING CAKE



CHURCH OF ST. PETER IN CHAINS.



CATACOMBS OF ST. SEBASTIAN.

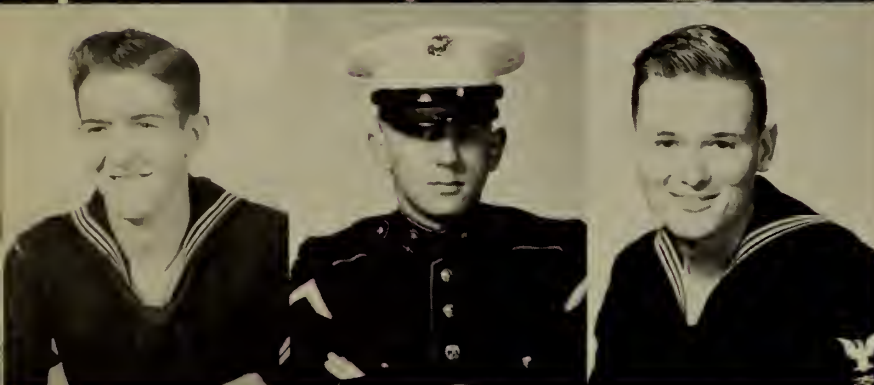
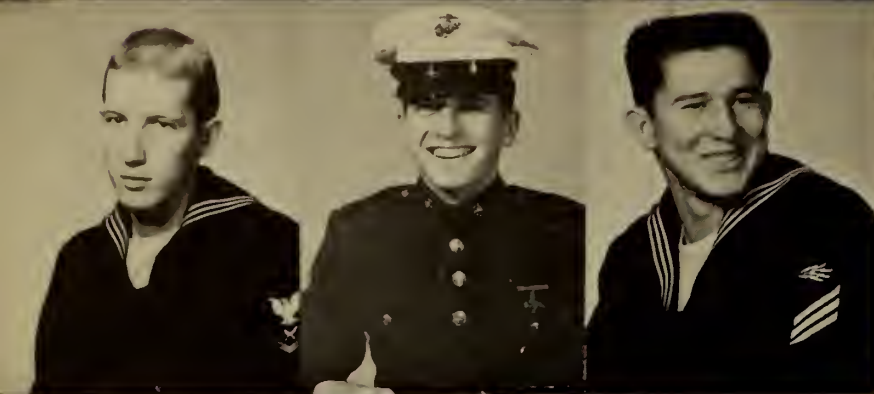


At our hotels we sampled the best in Italian cuisine: spaghetti, pizza, and ravioli.



HOLY DOOR IN CHURCH OF ST. PAUL OUTSIDE THE WALLS . . . The Holy Doors in Rome are opened every twenty-five years.

FLAG



Yeomen, Radiomen, Quartermaster and Boatswain Mate, all of these rates and more are represented on that group of enlisted men attached to the Flag Staff. It is their responsibility to see that the numerous orders conveyed by the Admiral and those officers in his command are relayed and carried out immediately. This is a tremendous responsibility.

Taking care of the message traffic, administrative needs, transportation and other routine necessities of the officers that form the heart of Task Force 60 is a large job, but one well filled by the enlisted men connected with the Flag Staff.



ADMINISTRATION

The jobs performed by members of the Executive or X Division are quite varied, as are the talents of its personnel. The sheriff (Chief Master at Arms) and his deputies (Master at Arms) are members of this group although these men are drawn from other divisions on a loan basis. The remainder of the division is composed of Yeoman, Personnelmen, Printers, Lithographers and Journalists. These sailors maintain the crew's service records, handle ship's correspondence, assist in legal matters, keep the public informed of the ship's activities and provide for the after hours athletic recreational needs of the ship. The men of X Division also man the library, operate the ship's entertainment system and are responsible for the ship's daily and monthly newspapers.

ENS. C. A. ROLL



CWO H. I. HANNA



CWO H. A. THOMPSON



LTJG. R. HAYDEN



LTJG. E. A. BROOKS



LTJG. K. C. ATCHISON

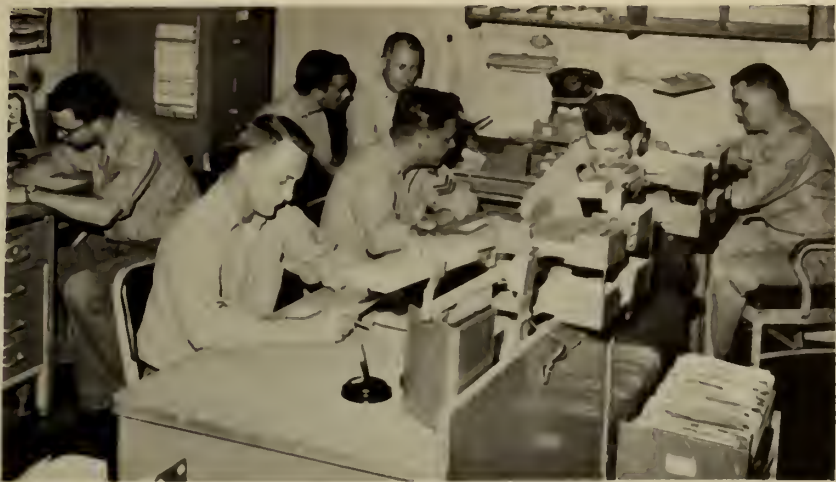


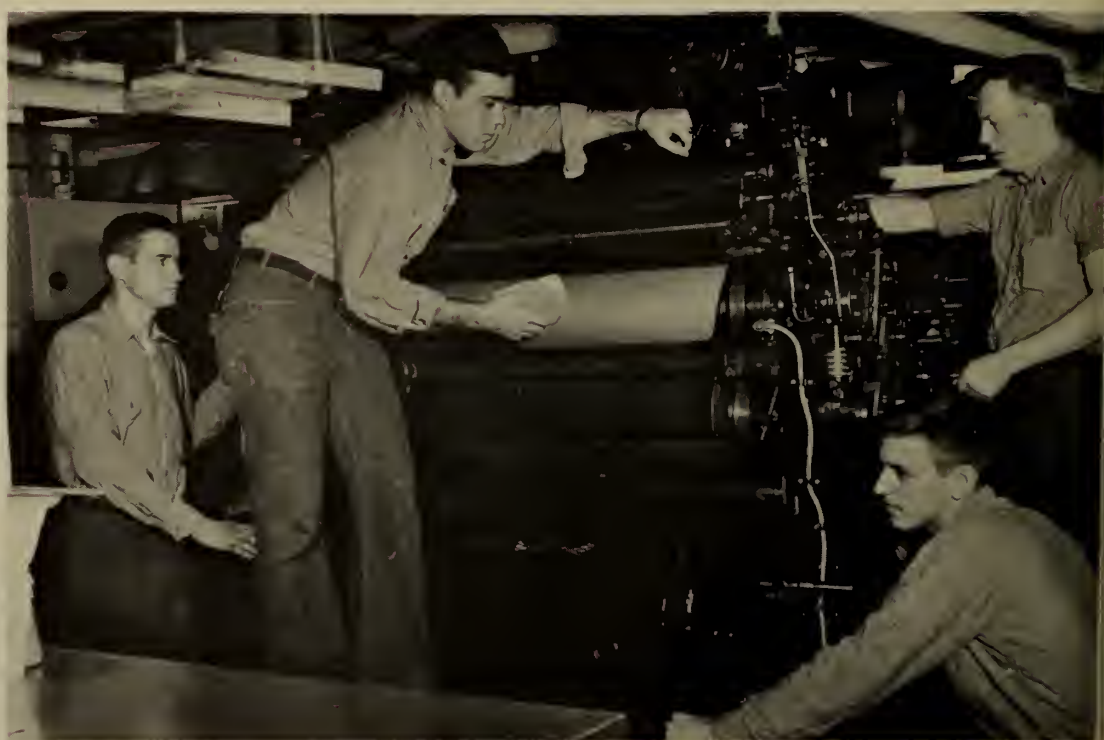
ENS. J. R. LEDWITH

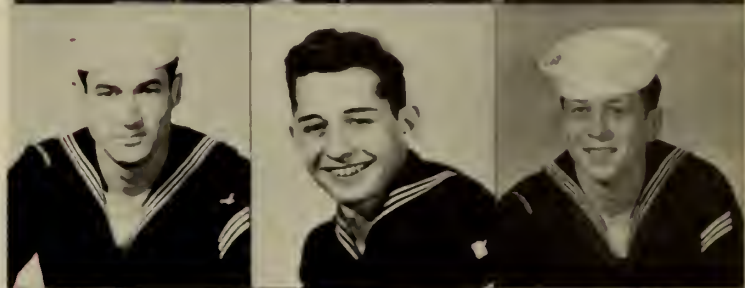


ENS. W. E. TAYLOR









MEDICAL

We who serve aboard the SARATOGA are constantly kept aware of the many physical pitfalls that abound around us while we are pursuing the tasks which are set before us. Accidents do happen though, and illnesses do occur. Whether they come as a result of an abject moment of carelessness or are "just one of those things," we are fortunate that the Medical Department we have here is capable of coping with almost any emergency.

The men of H Division are responsible for maintaining the ship's 85 bed hospital, operating room, pharmacy, diet kitchen, X-Ray lab and sick bay wards. Whether it is merely a small cut or an illness of a more serious nature one may rest assured that the highly trained and competent members of H Division are capable of giving one the aid he needs.



CAPT. J. A. MOORE (MC)



CAPT. S. I. BRODY



LT. J. S. KNOX (MC)



LT. J. M. THOMPSON (MSC)



LT. W. R. DRAKE



LT. J. C. NORMAN



LT. D. R. KNAB

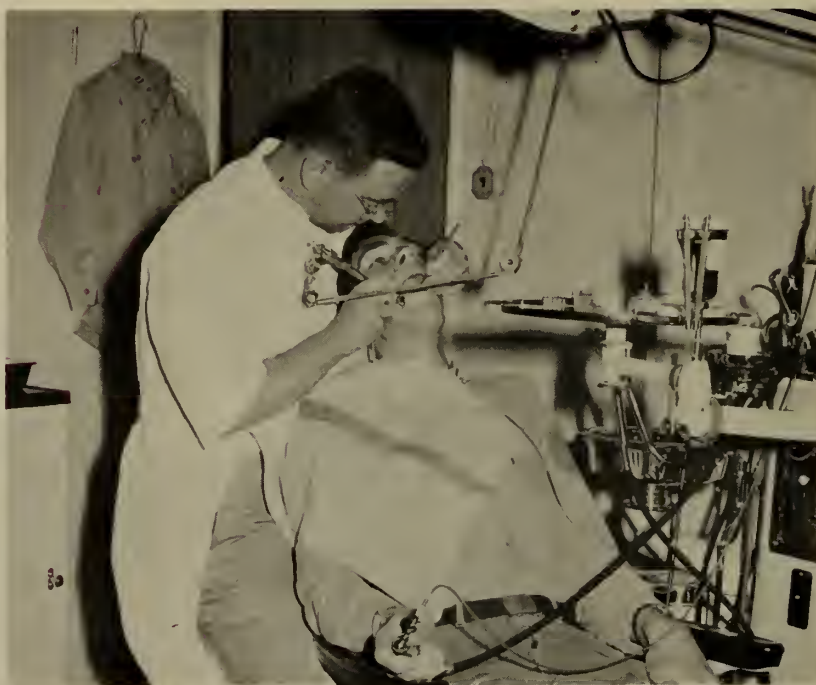




DENTAL

The mission of the Dental Department is to provide the highest standard of dental care for the officers and men of the SARATOGA, preventing and controlling dental disease and supervising dental hygiene.

The SARATOGA's four Dental Officers are assisted by eleven enlisted Dental Technicians in performing an average of 1651 procedures each month in the interest of the dental health aboard this "floating city" of nearly 4,000 men. During the first six months of our Mediterranean cruise the Dental Department treated 3,687 patients, and performed a total of 9,907 dental operations and procedures.



CDR. C. H. PRINCE, JR.

LT. J. D. CAGLE

LT. J. M. STUDDARD

LT. L. A. GRAY





NAVIGATION



Opposite the famous angled deck of the SARA-TOGA stands the ship's island structure, and located within it is the ship's human and mechanical brain machine, the bridge. It is here that the officers and Quartermasters of N Division stand their constant vigil with but one purpose in mind: to safely navigate the ship through the waters in which she is traveling. The job is accomplished with the aid of such navigational devices as piloting, dead reckoning, long range and celestial navigation.

In addition, the Navigation Officer is responsible for seeing that correct protocol is followed when rendering honors to dignitaries and that the proper ensigns are flying before entering or departing from a foreign port.

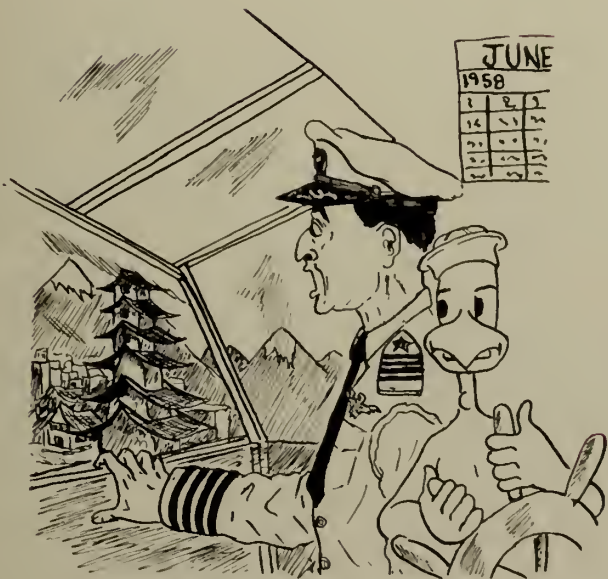


CDR. W. J. OTTOMEYER



LT. J. G. CAVE





BARCELONA

We liked Barcelona so well that we returned there in May for the second time. A sprawling city of commerce and industry, it maintains the agreeable Spanish atmosphere. From the Ramblas to the Plaza de Catalunya, from the bull ring to the gay cabaret, one meets this easy affability which makes Barcelona an unforgettable experience.

Royal Yacht Basin.





Flamenco dancing was popular.



Temple of the Holy Family ... Gaudi's weird masterpiece.



Barcelona's Cathedral . . . one of the best examples of Gothic art in Spain.



The Ramblas was everybody's route from the fleet landing.



Pueblo Espanol . . . a medieval Spanish village built right in the city.



Monument to Columbus and a replica of the Santa Maria.



Plaza de Cataluna . . . a good base of operations.

Tibidabo . . . an unfinished cathedral and an amusement park





Chamaco, one of the ten greatest living matadors.



The Picador weakens the powerful back muscles of the bull.



Effortless grace and skill . . . the Banderillero.



Arena of the Bulls . . .
Barcelona's Yankee Stadium.

Sometimes the unexpected happened.



Charging the air further angers the bull.



This one might turn up on your dinner plate tonight

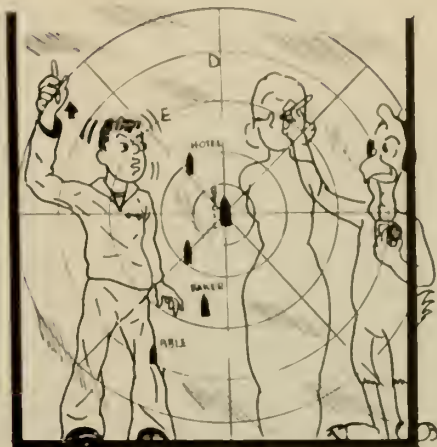






OPERATIONS





CDR. R. W. WINDSOR, JR.



LCDR. B. E. TITUS



LTJG. C. B. POPE

OA

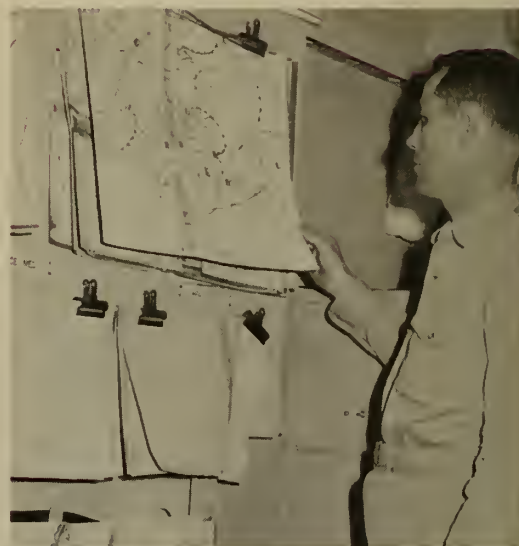


LT. R. K. REIDER

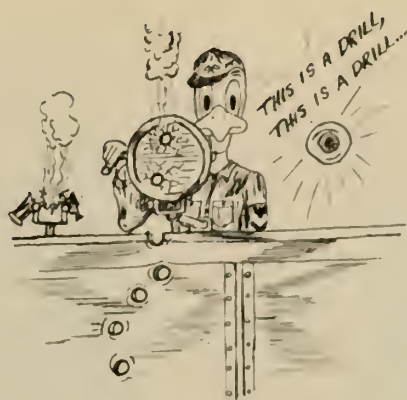


LT. O. E. GERCKEN

Collecting, compiling and disseminating of meteorological data keeps the "Crystal Ball" of the Aerology Division functioning 24 hours a day. Regular weather forecasts for use in augmenting flight, ship and navigational operations and keeping Command informed of adverse weather conditions are the major functions of the OA Division.



OS



SARATOGA'S "signal gang" sends and receives visual traffic by flaghoist, semaphore, and flashing light. Tactical, operational, administrative messages are handled on a 24-hour basis with capabilities up to 15 miles in range. Both in port and at sea virtually every object moving in the water comes under the responsibility of the signalman, who stands by to challenge, identify, and report.



LTJG J. G. PETTYJOHN, JR.



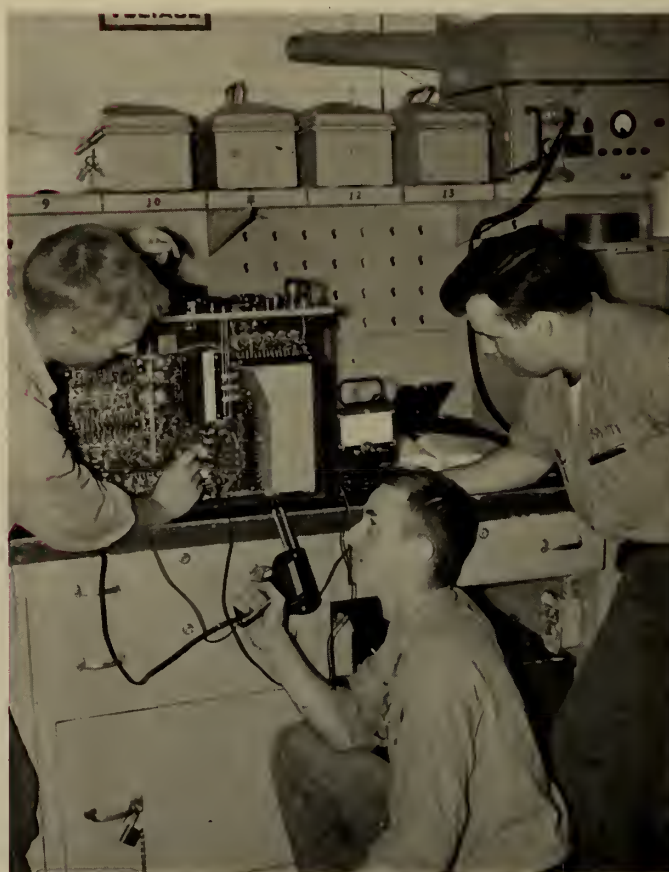
OE

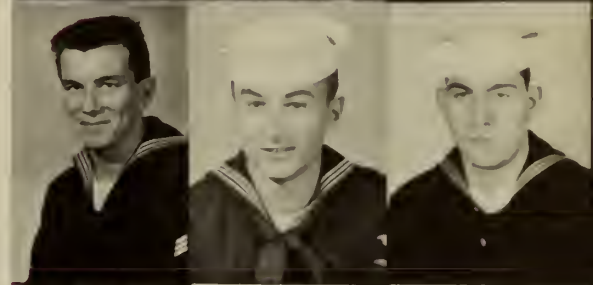


ENS. R. A. NORMAN



ENS. J. D. BROWN







LCDR. J. T. PEDDY



LT. R. E. LOUX



LTJG. C. T. KIRKMAN



OP

You can't make a cruise book without photographers, and photography is the job of the men from OP Division. The photo lab provides still and motion picture coverage of all landings, take-offs, PIO photography, and, in general, takes care of all the varied needs of this giant floating air field and the units embarked aboard her. They process and print all of the pictures taken by embarked photographic squadrons, and this alone sometimes amounts to more than a mile of film a day.

Men from the division also work in the Air Intelligence Office and as Yeomen in the operations office.







LCDR. E. SCHLAACK

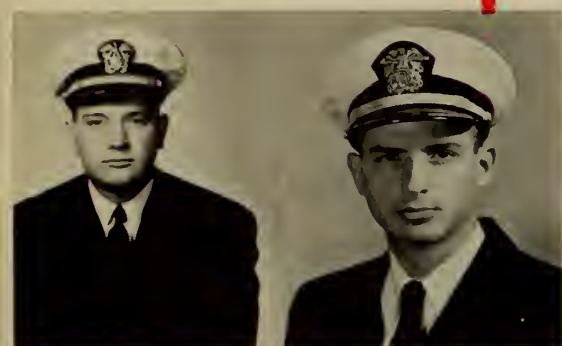


LTJG. R. J. DAVIS

OR

The constant clatter of the telegraph key serves as introduction enough to one of the SARATOGA's busiest groups of men. The OR Division, or "radio gang" as they are known aboard, is one of the important cogs in the hub around which the big SARA operates.

When a message is received it is serviced, filed and routed to the specific department or departments concerned. All of the ship's business at one time or the other passes through the capable hands of these men.



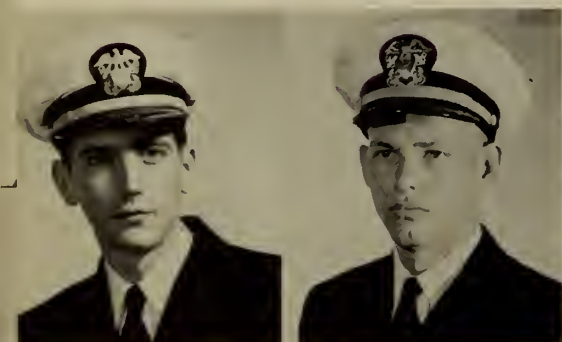
LTJG. M. E. WARREN

ENS. L. S. NATELSON



ENS. J. W. GALLAGHER

ENS. T. H. TENNENT, JR.



ENS. S. P. CARTER

ENS. P. M. KONNERSMAN







CDR. W. J. SCHUB

OI



LCDR. A. BARKER, JR.



LCDR. A. J. ROSS LCDR. W. P. MILLS



LT. W. W. BOWERS LT. R. W. LINTNER



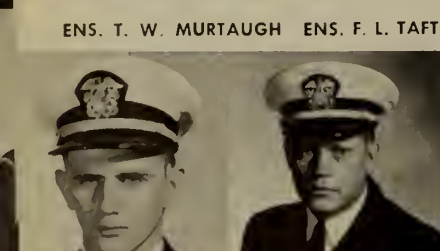
LT. J. B. OVERTON LTJG. W. D. BRYANT



ENS. T. J. COVINGTON ENS. J. F. McDANIELS



ENS. R. L. MELNOTTE ENS. H. E. MINITER



ENS. T. W. MURTAUGH ENS. F. L. TAFT

The Air Controlmen and their strikers that man CIC, CCA, Air Operations and visual lookout stations are all members of the OI Division. CIC collects and maintains comprehensive information concerning friendly and enemy forces within a strategic area. This information is evaluated and made available to the Flag, Commanding Officer and other control stations. CCA controls airborne aircraft in the vicinity of the ship and enables them to land aboard during periods of reduced visibility. Air Operations schedules and coordinates the ship's flight operations and provides pertinent information to pilots concerned.







GENOA

Around the medieval settlement along the waterfront, modern Genoa has grown into one of Italy's most beautiful modern cities, prominent in commerce and the arts. In and out of her harbor, the busiest harbor in the Mediterranean, come and go merchant ships from around the world. Proud of her seagoing tradition, she claims as her native son the most daring seagoer of them all — Christopher Columbus.





The main drag



The historical and the modern

A short stop on a busy corner



Home of Christopher Columbus





Palazzo Doria — A sailor's delight

The Mighty Sara at anchor





Saint Mark's Cathedral

VENICE

VENICE—Queen of the Adriatic. Once the greatest port in the civilized world, reigning supreme over the world's sea commerce, Venice must now rest on the laurels of a great past and rely upon the never-fading fascination and uniqueness of its many canals and beautiful buildings as its tourist attractions.

From the shimmering beauty of its famous Grand Canal to the tranquil reverence of St. Mark's Cathedral and the gilded magnificence of the Doges Palace, Venice remains unequalled in the world as a photographer's paradise.

And what can be more romantic than to float down the Grand Canal in a graceful gondola on a soft and warm June night, the melodic strains of "O Sole Mio" floating through the perfumed air?



Pigeons in the Piazza





Streets made of water



Rialto Bridge



A Sunday drive



The "Gondolier"



AIR

department





CDR. J. A. LOVINGTON



CDR. G. H. BELK



LCDR. E. X. BLASCHKA



LCDR. C. M. EMERY



LT. E. A. GRUNWALD

ENS. R. J. McCREADY



V1



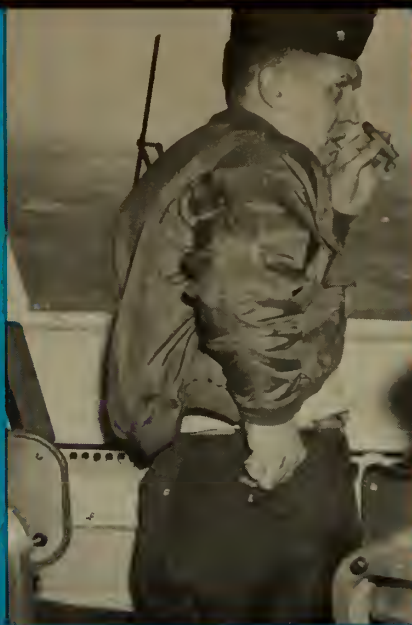
LT. W. A. GURECK



The operational control of SARATOGA's more-than-four-acre flight deck is the task which primarily concerns the members of the Air Department's V-1 Division. Under the direction of the Aircraft Handling Officer and the Flight Deck Officer, they are responsible for the maneuvering and spotting of aircraft aboard this giant floating airfield. Their task involves the moving of over 100 planes to the numerous positions which are necessary in the large number of launches and recoveries encountered during a normal operational day. Aside from the manual movement of aircraft, this division assumes responsibility for driving the many tractors used in the moving of planes, as well as the operation of the ship's deck-edge elevators. This group also supplies men who operate the phones in Primary Fly.



V1



V2

Whirling props, jets blasting with the sound of thunder, steam, and steel; all these are the components that make up the shipboard life of a man in V2 Division. These men do not reckon with reveille or knock off ship's work, movie call or taps. Their working hours are only governed by the size of the job that has to be done. There is a reward though . . . the total effort is a payment toward the price of peace.



LT. J. A. KAUFILIN



LT. P. G. MERCHANT



LT. R. M. TVEDE





V2



V3



LT. M. NICHOLSON



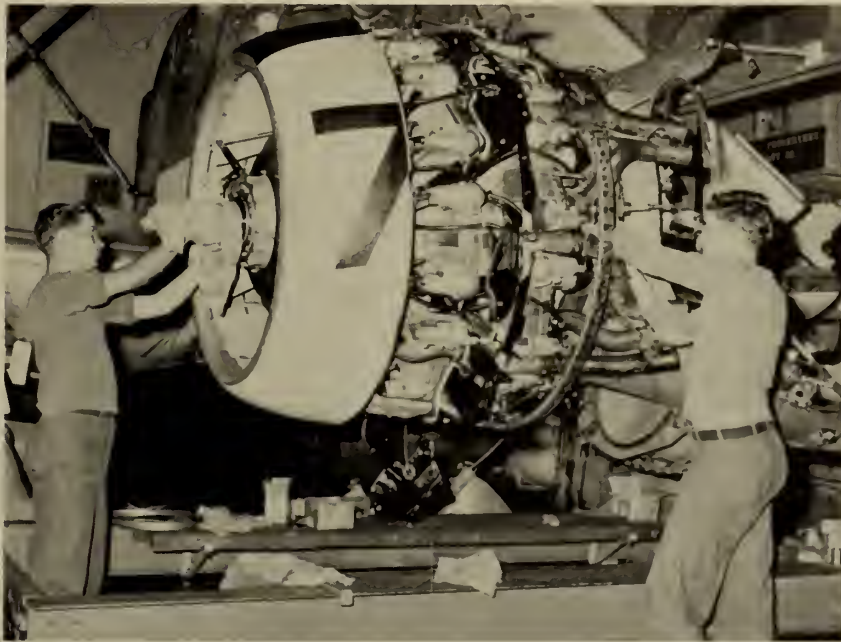


Aircraft handling operations including the maintenance and operation of hangar bay partition doors, elevators and all hangar deck machinery to facilitate the air operations of embarked air squadrons and detachments reviews the performance of the V-3 Division. The efficiency in handling of aircraft directly affects the military potential of the SARA.





V3



V4



LT. A. L. MOBERLY



CWO J. E. CAMPBELL



The Aviation Fuels Division provides the services and facilities to maintain all fueling equipment so that the embarked Aircraft Squadrons and Detachments can effectively conduct their air operations.



V5



CWO R. C. WALKER



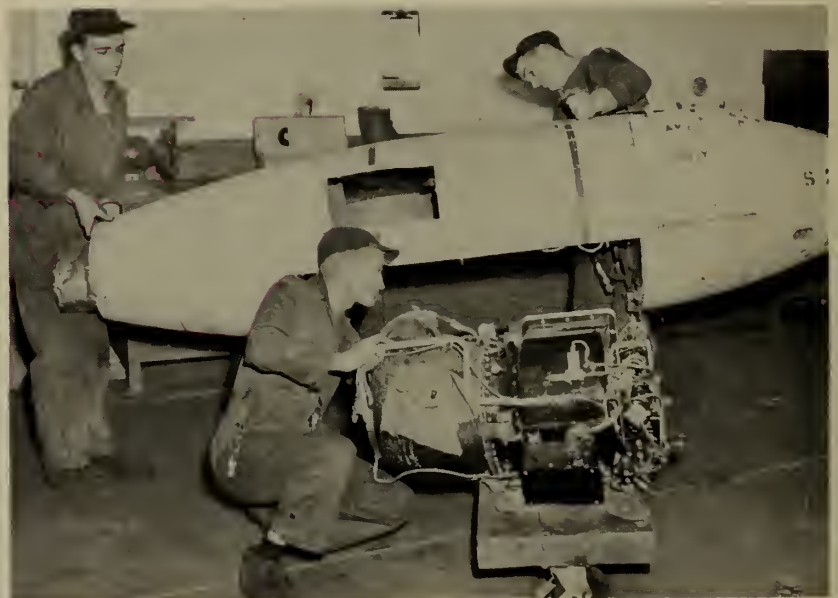
To provide personnel and equipment required to service embarked aircraft with aviation ordnance is the mission of the V-5 Division. Procuring, storing, maintenance, assembling and testing of all airborne weapons keeps the men of the V-5 Division on their toes.



V6



W/O R. J. McDERMOTT



The maintenance and repair of aircraft and aeronautical equipment embarked aboard the SARATOGA is the responsibility that rests upon the shoulders of the officers and men of the Air Department's V-6 Division.

In this connection V-6 is responsible for the operation of the following shops: electric, aviation electronics, engine, hydraulic, oxygen, parachute, and mobile equipment. The Division maintains and operates all power-driven vehicles aboard. V-6 also has a technical library for use by the Air Department and embarked squadrons and provides technical assistance to the Supply Department by procuring and stocking necessary parts and material for aircraft, equipment and vehicles.





CANNES

Cannes, the Riviera's most luxurious beach near the World Famous Casino of Monte Carlo, is truly the "playground of the international set."

From our anchorage off the famous resort we held a vantage point for touring the colorful country side and enjoying the beauty and quaintness of the small neighboring towns.

To the visitor the scene is one of tranquility and beauty, from the placid lavishness of the yachts to the peaceful beauty of the hotels which line the world-famous seafont.

Bastille Day



A Day of Celebration

Another Ville de France — "Nice"





"On the Waterfront . . ."





MONTE CARLO

Monaco has become noted for two things: The beautiful casino at Monte Carlo and the equally beautiful and charming personality of Princess Grace Ranier (nee Kelly). It is said that the visitors to this tiny postage stamp principality are of two types: One enjoys the beauty and the serenity herein to be found, and the other is attracted through the lure of the green-topped tables of the Monte Carlo Casino. No matter what your reason for venturing to this fairyland country, this charming locale is not one that will soon be forgotten.

The Casino





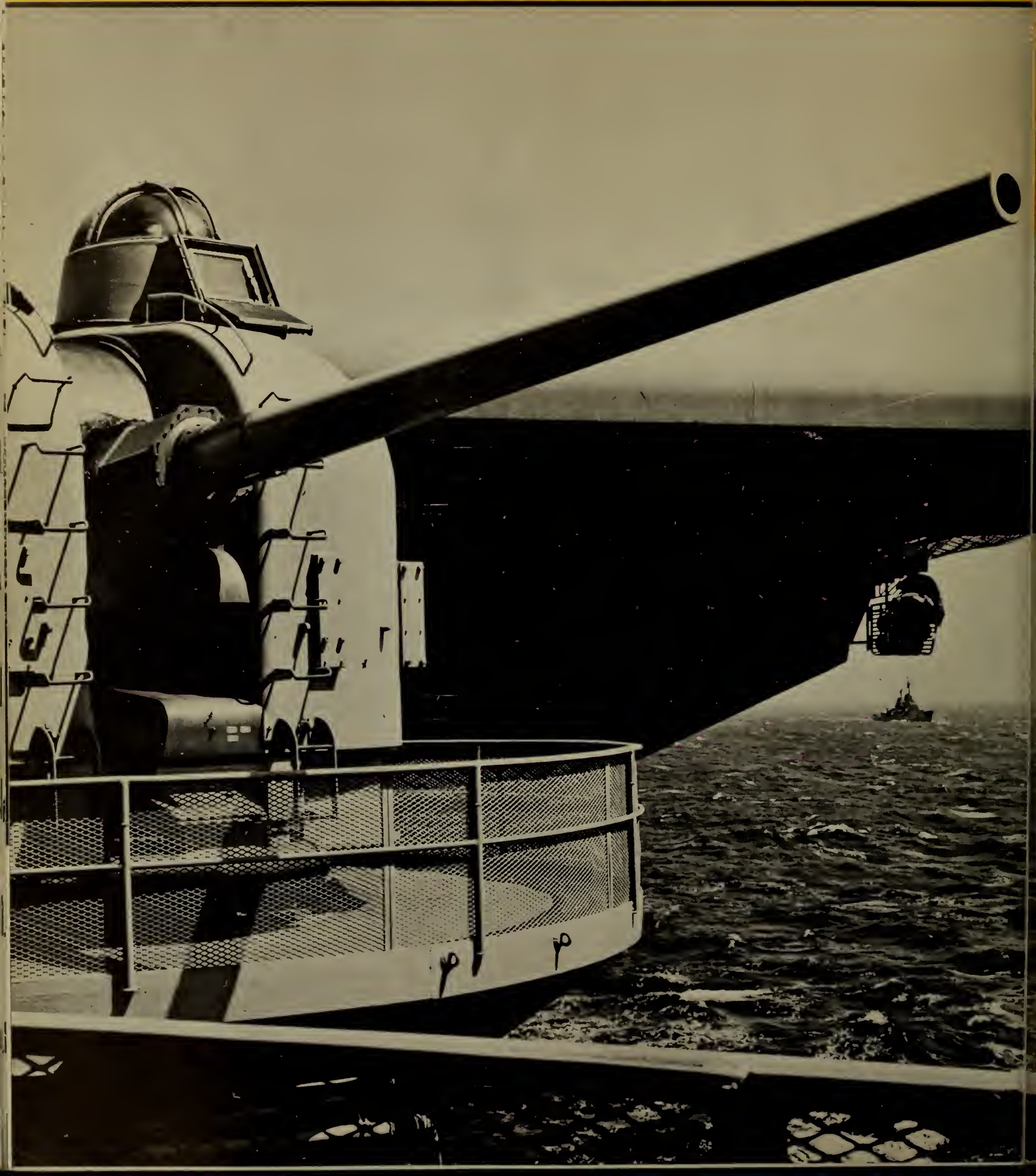
Only one of many scenic streets in Monte Carlo



At the gambling tables



GUNNERY



department



CDR. F. COSTAGLIOLA



LCDR. K. J. ANDERSON



LCDR. A. V. BARBER, JR.



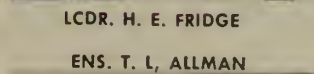
LCDR. J. E. FRIDAY



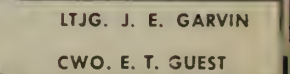
LCDR. H. E. FRIDGE



LTJG. J. E. GARVIN



ENS. T. L. ALLMAN



CWO. E. T. GUEST



FIRST



LTJG. J. K. CROSSMAN



ENS. H. R. FALK

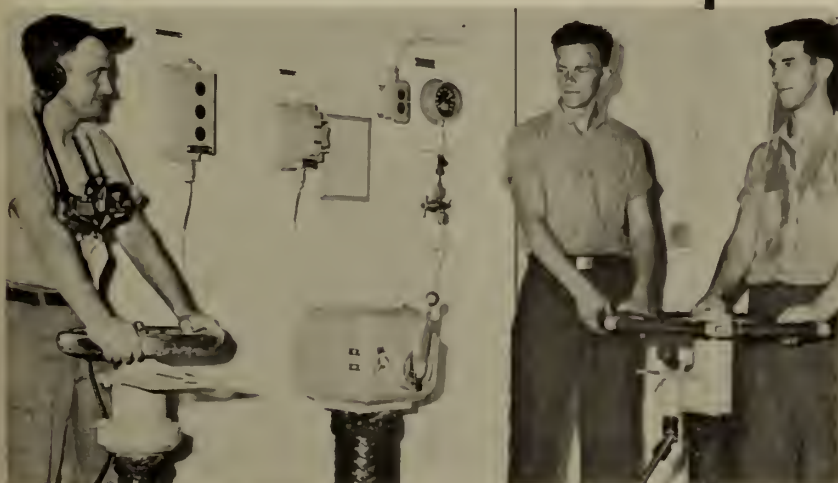
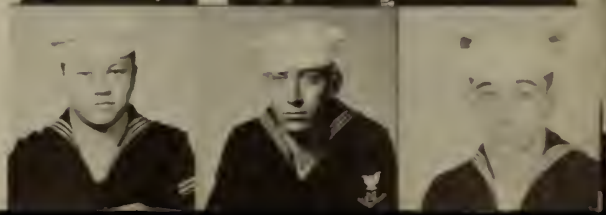


division

First Division "Anchor Klankers"
Drop the hook, refuel from tankers.
And Sixth Fleet's Tin Cans we refuel
On one hour's notice, that's the rule.

At sea we bring aboard your chow
Where soon we hope to watch your brow.
We moor to buoys, rig a ladder,
Load ammo, off-load the latter.

We have two jobs quite alarming;
Piping Honors, and rearming.
At standing watches, cleaning spaces,
Plus other jobs, we are aces.



SECOND



LTJG. R. J. GEBEL



division

Although seamanship on an aircraft carrier is at times a thing which must take a back seat to the outstanding airmanship exhibited by the pilots it none the less constitutes an important part in life aboard ship. The art of the fueling rig, the double housefall and the hi-line is definitely an important phase of the ship's operation.

Displaying a tremendous amount of spirit, the boys of the Second Division are ever ready to race any of the other three deck divisions to get "hooked up" first. The remainder of the division's duties consist of keeping all of its assigned spaces clean, smart and ready for any occasion.



THIRD



LTJG. J. D. ALLEMANG



ENS. R. J. SMYTHE

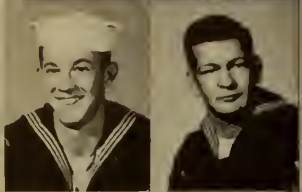


division

"Slack one!" "Hold two!" "Up on the span wire!" These orders are very indicative, the Third Division is at work again. A Sixth Fleet Small Boy is alongside taking on fuel from Saratoga Service Station. Ably organized, deputized, and supervised, Third Division personnel proudly perform their duties of fueling, re-fueling, replenishing, rearming, and a thousand-and-one daily tasks.



FOURTH



LTJG. S. M. PATTON



ENS. J. B. ROBITAILLE



division

The 4th Division is the largest division of the ship's deck force. Its more than 100 men are responsible for operating and maintaining all of the ship's boats. In addition to their boat handling skills the men of the 4th are also experts at the art of highline transfer and the upkeep of the fantail and the port starboard quarters, the disposal of sinkable trash, the rigging of the fantail accommodation ladder and all of the general seamanship evolutions that take place on the after portion of the ship.



FIFTH

division



LTJG. R. F. Brandel



The members of the 5th Division's well trained crews handle the ship's 5" 54 mm batteries which are a vital link in the SARATOGA's defense from air attack. Due to the many innovations of this new weapon, the members of the division must be technicians as well as Gunners Mates. Also among the tasks assigned to this group of men is that of the security of all ordnance equipment, materials and assigned spaces capable of being covered by the ship's sprinkler sysetm for protection against fire.



SIXTH

division

The maintenance, upkeep and stowage of all munitions fills the agenda of the Gunnery Department's Sixth Division. Such potent items as bombs, rockets, fuzes, pyrotechnics, and all types of smaller gun ammo fill their "menu." Manning the saluting battery and rendering appropriate honors to the various nations and dignitaries is fostered by the "Sixth." In war or peace, it is the primary mission of this Division to maintain a ready supply of ammunition for the ship's and the embarked air group's needs.



LTJG. J. R. SHERMAN

ENS. D. D. LERNER

CWO. K. K. NAGLE



SEVENTH



CAPT. R. R. BLAIR

1st LT. T. E. GILLESPIE



division



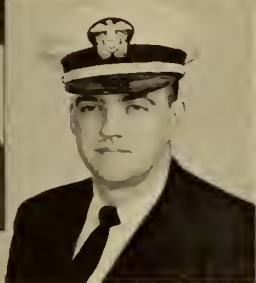
"King and Queen, Greece, arriving." The "Sara's" Marine Honor Guard snaps to attention and renders the appropriate honors. This is only one of the Detachment's many and varied responsibilities. The Detachment maintains a combat ready landing force capable of seizing and holding a limited objective. It is also responsible for the internal security of the ship, the security of "W" Division spaces, the supervision and security of the Brig, Orderly duties and any other appropriate duty assigned by the Commanding Officer.



FOX

division

The Fox Division of the SARATOGA deals primarily with the maintenance and proper functioning of all the ship's fire control installations. It is their job to solve the many complicated problems involved in firing at rapidly moving objects. They man and operate rangefinders, computers, fire control radar and director switchboards. To the men of this division the task of understanding technical schematics and the deciphering of the sensitive computer evaluations is a small problem due to the extensive training that they have received. The two types of tracking systems with which these men work are the Gunar system and the Mark 56 director spotting, radar tracking system.



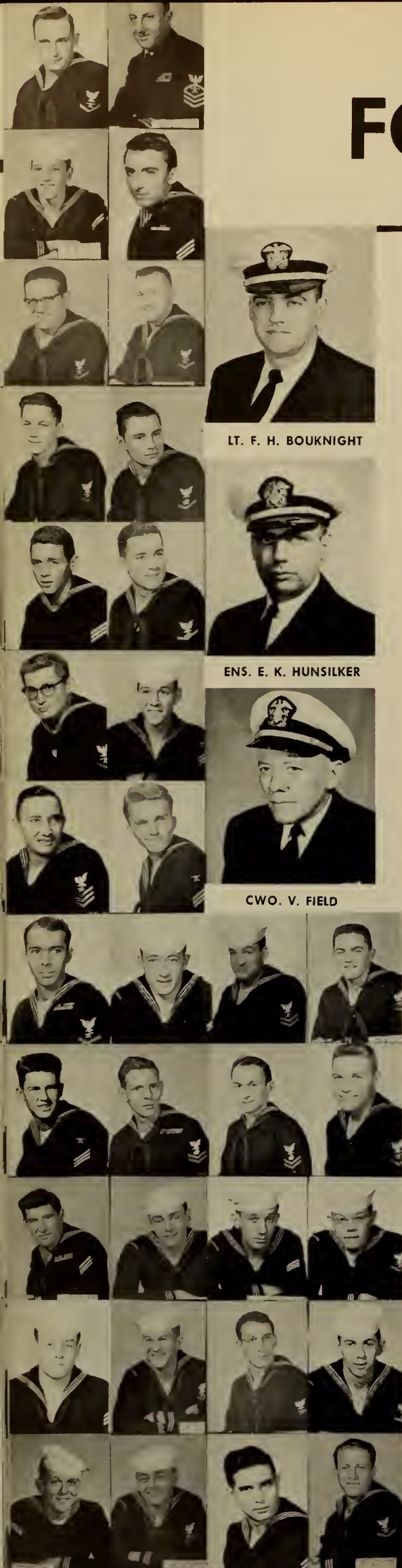
LT. F. H. BOUKNIGHT



ENS. E. K. HUNSILKER



CWO. V. FIELD



W

division

The mission of Special Weapons, or "W" Division is to store, handle, and prepare nuclear weapons for target delivery as directed by proper authority and the conditions prescribed by the Armed Forces Special Weapons Project and the CNO.

The division also acts as a source of technical information for the ship in matters regarding those which are included in the mission of the Special Weapons personnel aboard the SARATOGA.

These men, although not part of the ship's company personnel, have become "one of the crew" through their cooperation and diligence in all matters that have combined to make the Sara a well oiled fighting machine and closely knit community.

LCDR. W. H. O'BRIEN



LTJG. P. A. CORNETT



LTJG. A. L. JORDAN



LTJG. R. C. SLEGEL

ENS. C. FREEDMAN



ENS. R. J. SCHLIECHER CWO. R. P. McDANIEL



CWO. R. T. MILLER

CWO. N. G. WOODS



W

division





PALMA

Palma Mallorca; a city, or for that matter a group of islands, home of expatriates, citadel of a lost art . . . the enjoyment of a slow and easy life, one in which man is able to behold the wonders of nature which are constantly unfolding before him. The filtered light streaming through the windows of the great cathedral served to remind us of a beauty far more constant than that of which we are generally most aware. The friendliness of the inhabitants was sincere, and we were made to feel "right at home."

Who will forget the thrill of shopping at Bonet's, or the horsecart ride to the Spanish castle that once served as a gaol for the prisoners of Bonaparte? Even with the modern tourist hotels dotting the beachfront boulevards, it is the comfortably slow way of living and the desire that abounds here to enjoy life to the fullest that we shall always remember. Palma de Mallorca, a city that is in some respects modern but at the same time seemingly cast adrift from the rush and fervor of the world that surrounds it.



A beautiful harbor by air



Below Decks



The placid inhabitants

SPORTS



Another run scores



Up for two!

Brotherly love

Rods and guns

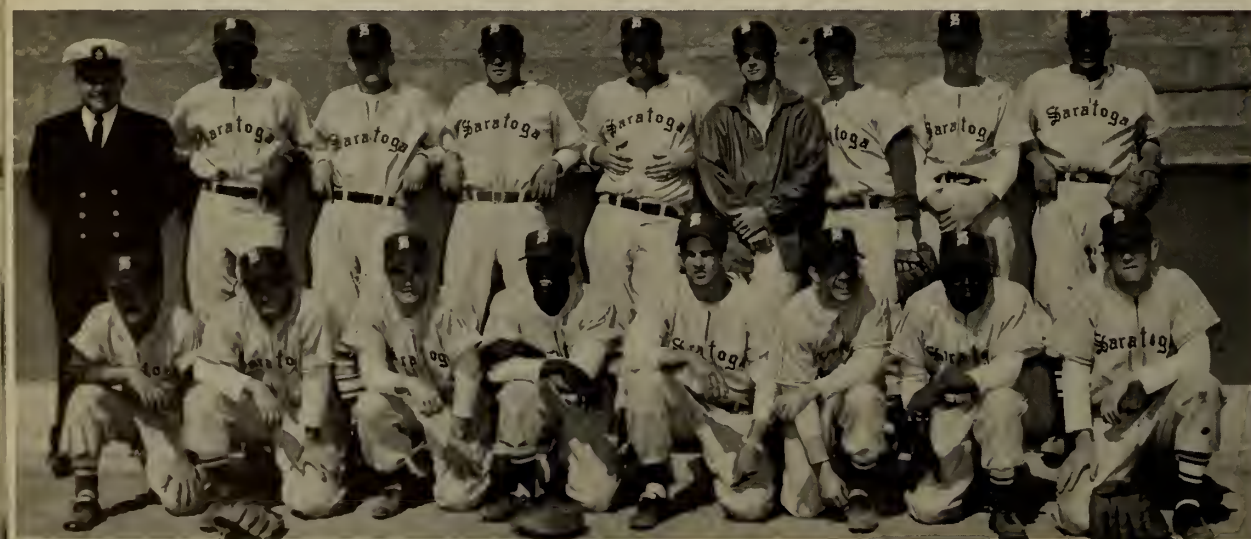


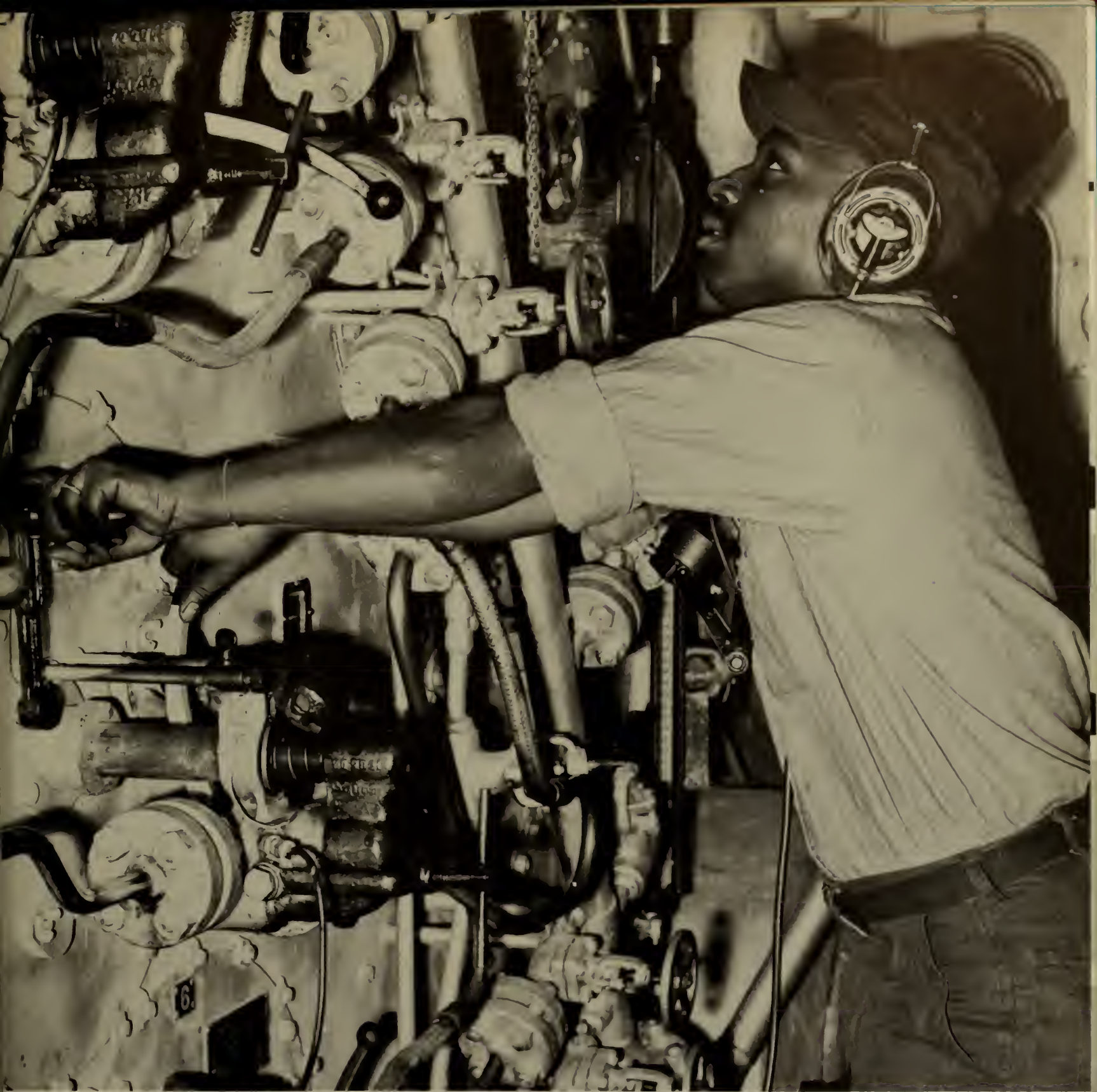
"Twenty leagues under . . ."





THE ATHLETES





ENGINEERING

department



CDR. G. I. KENT



LCDR. G. B. BREEDEN



LCDR. J. F. WHEELER



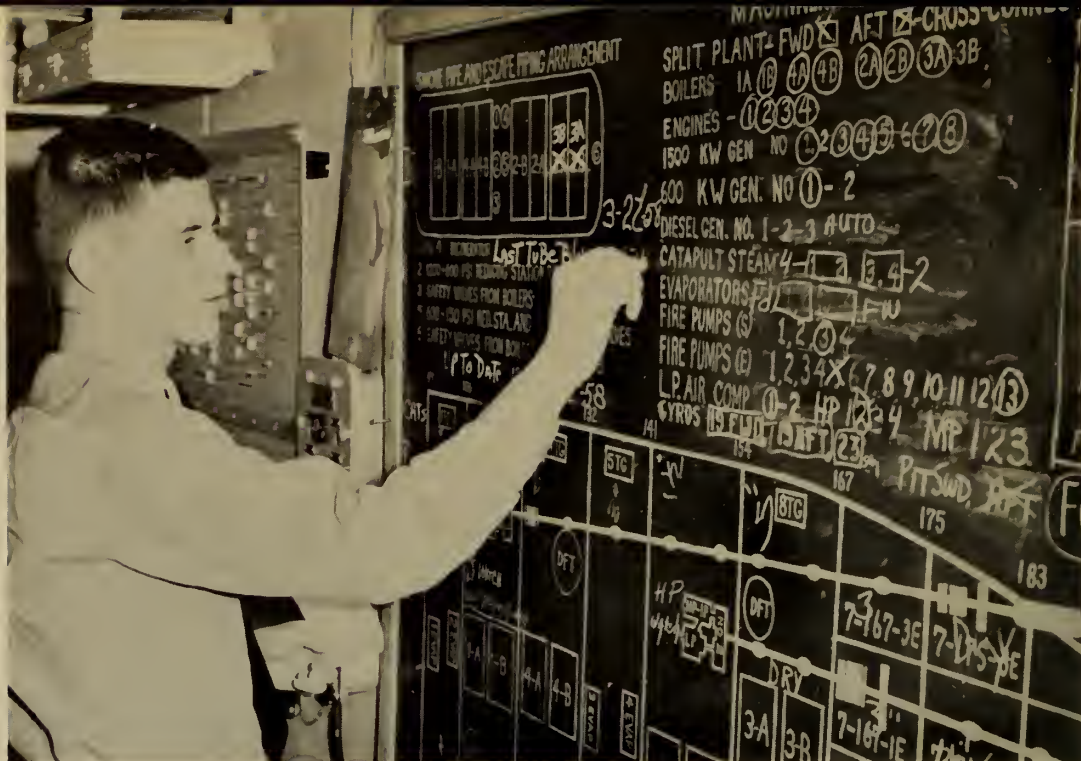
LT. S. C. REED



ENS. R. E. MATTHEI

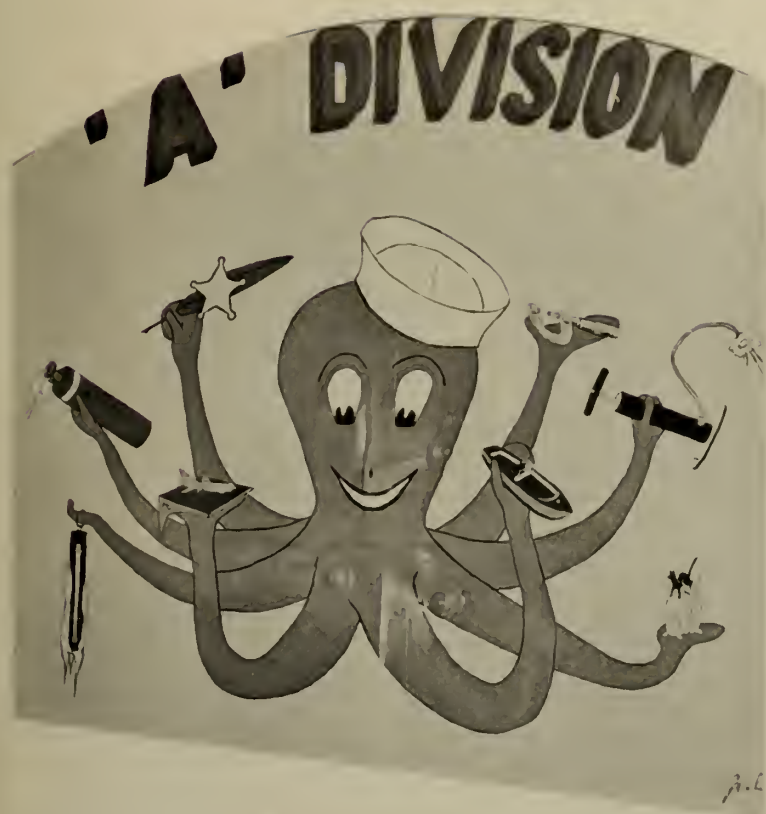


ENS. R. C. SCHWALL



A

division



When the heat outside soars to unbearable heights on the thermometer the temperature inside the SARATOGA remains pleasantly cool. This comfort is due to the men in A Division who have the responsibility of operating and maintaining the ship's refrigeration and air conditioning systems. The division also is responsible for the proper functioning of the catapults, boat engines, machine shop, oxygen and nitrogen producing plants, air compressors and fire pumps. A Division men also supply the manpower needed to supply the ship with all of its steam. Another function of this very important group is the keeping of the engineering records, and this job is ably accomplished by the division's log room yeaman.



ENS. G. E. MAFFEY



ENS. E. A. SHELLEY



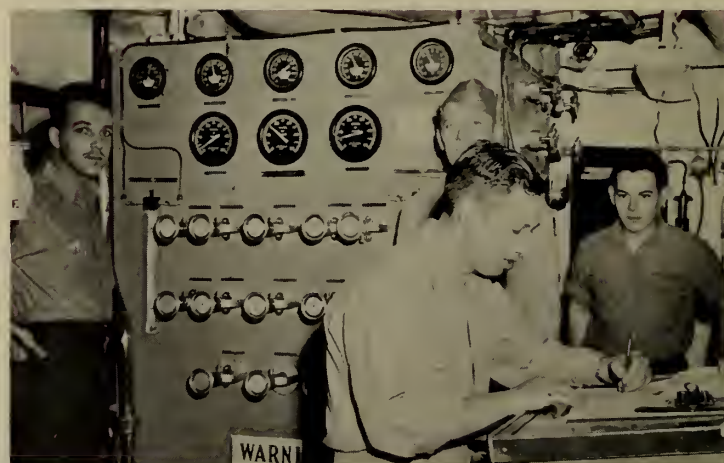
W/O A. D. WALL



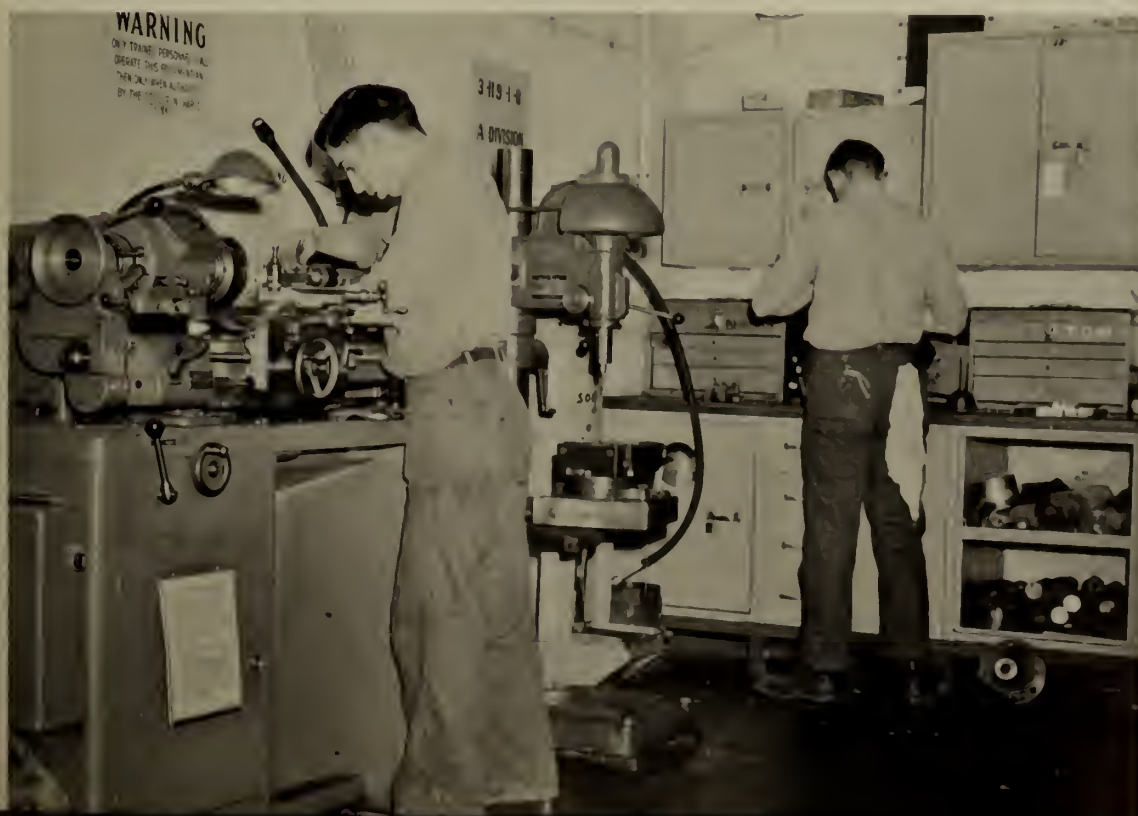
CWO J. A. ARNESEN



A



division



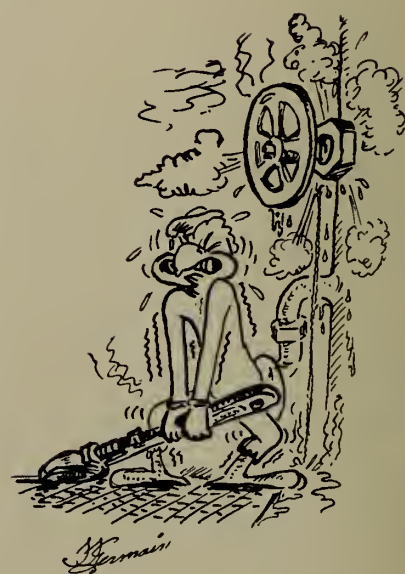
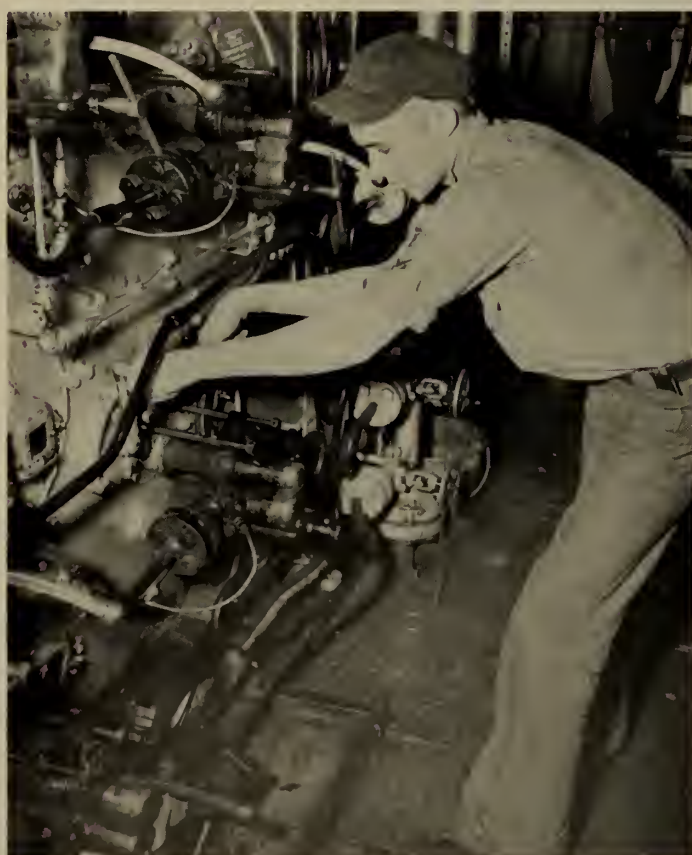
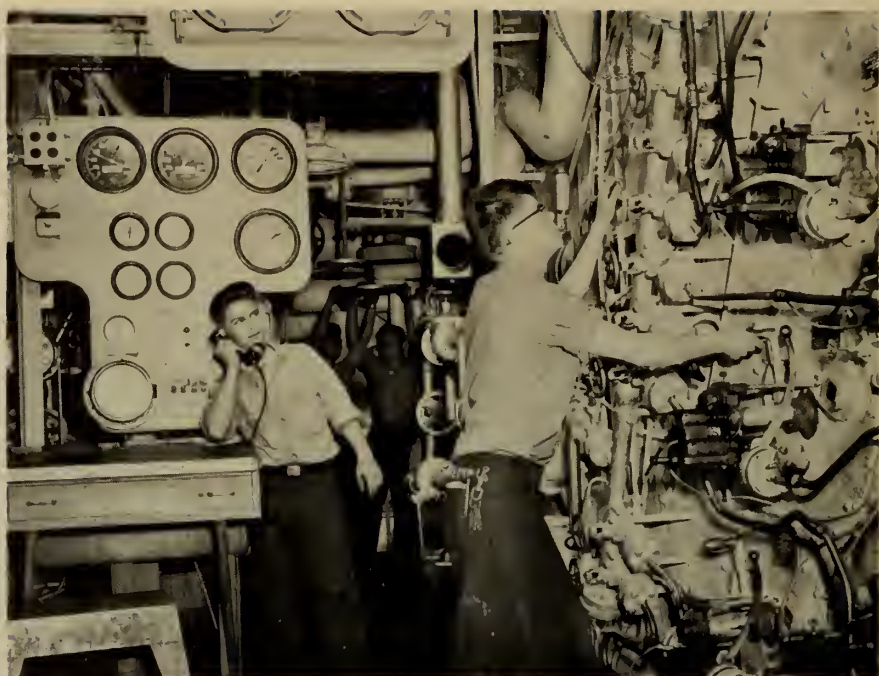
B



ENS. E. K. BARNARD



CWO S. F. WORLEY



division

Behind the scenes of SARATOGA's heart line is "B" Division. The men of the division are charged with the maintaining of water and black oil which enable the eight 1200 psi boilers to produce super-heated steam to power the catapults, produce the electricity, and run the 200,000 hp. main engines. Thus, as the division sweats, the SARATOGA steams.





B division



E

division

Responsible for the operation, maintenance, and repair of the electrical machinery and systems throughout the ship are men of the "E" Division. Among the various types of equipment and systems under their supervision are the ship's generators, gyrocompasses, internal communications and lighting.



LTJG. D. W. ZERBEL



ENS. R. C. NESS

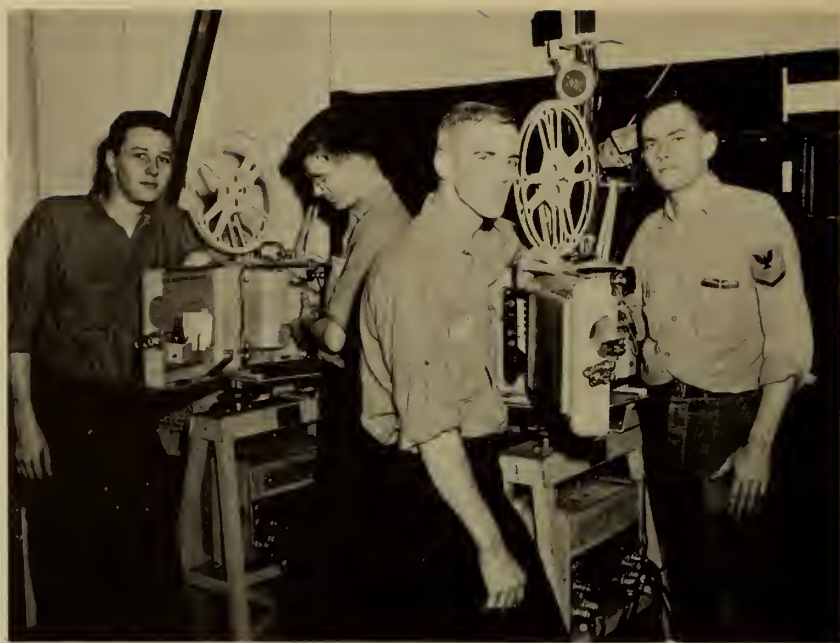


ENS. F. R. CHAMBERLAIN



CWO D. F. STEENMAN



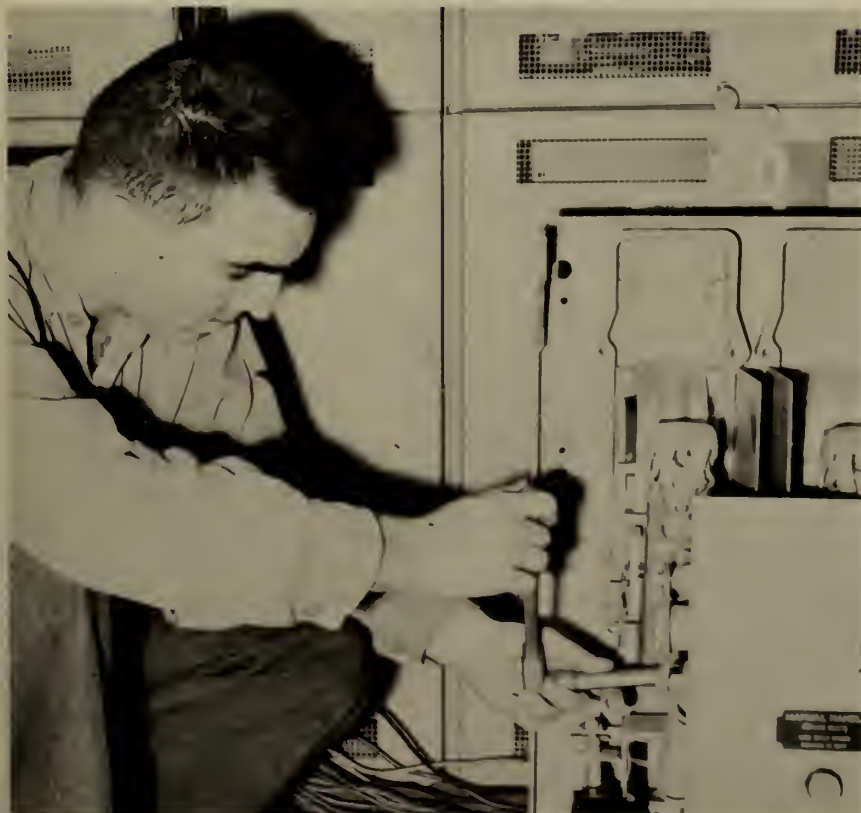


E





division



M



LTJG. R. B. KNUST



LTJG. R. D. RODGERS



ENS. W. R. GALLANT



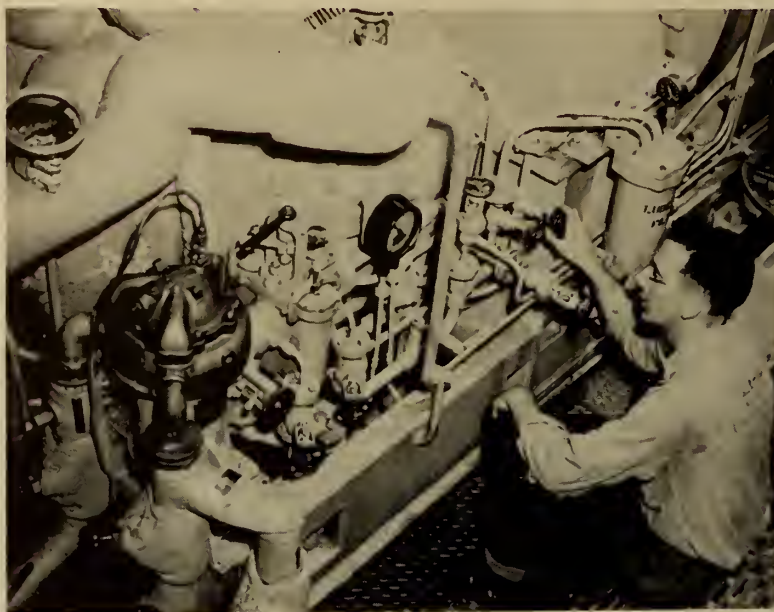
CWO E. E. McKIMMEY



division

The officers and men of M Division are responsible for the operation and maintenance of the ship's main propulsion equipment, turbo generators and evaporators. With their work centering around the ship's main and auxiliary machine rooms, the "snipes" of M Division keep the ship moving and the fresh water flowing.





M





division



R



ENS. P. I. WREN



CWO J. V. SMITH



division

Metalsmiths, carpenters, pipefitters, locksmiths, and Damage Controlmen form the nucleus of R Division (Repair). These jacks-of-all-trades perform operational maintenance, alteration, and repair of the ship's hull, watertight fittings, damage control equipment, piping systems, and repairs to any equipment beyond a division's capacity. Likewise, the list and trim of the SARA is controlled by this Division.





ATHENS

It is only a short trip by bus from the small fishing and resort town of Pireaus to the city of Athens, where the beauty that was Greece is shadowed only by the progressive, forward motion that is the Greece of today.

We visited the Parthenon, Acropolis, Temples of Zeus and Diana, and walked over the very stones upon which tread such immortals as Aristotle and Plato. As we walked through the history of this land so did we transgress the streets of the surprisingly modern metropolis that is Athens today.

Wide avenues with shops and department stores, hotels and business establishments, these now cover the footpaths of the gladiator and the ox-cart rutted roads of the past.



Doric columns of the Parthenon





Within the Parthenon





The ruins of antiquity



Stadium of Athens

AIR OPERATIONS

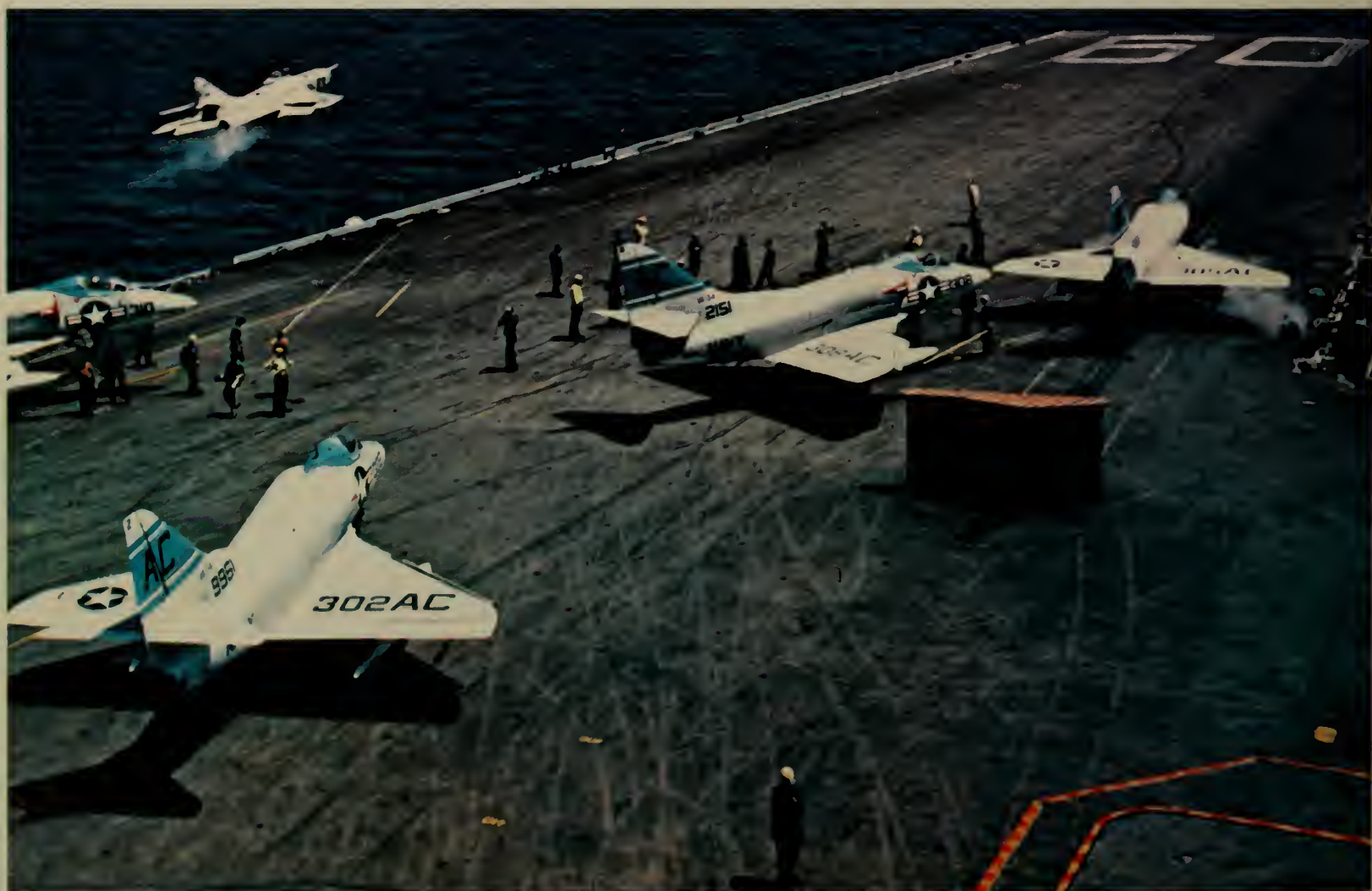


"Mission Planned, Bombs Loaded . . ."





"... Aircraft Refueled. ..."



"And Catapulted into the Air."





"Air borne!"



... "And Recovered "



SUPPLY



department



CDR. J. SULLIVAN

LCDR. A. W. HOLFIELD





S1 DIVISION

LT. R. E. FLOID





Procurement and issue of all ships repair parts, electronics, general stores, ordnance and automotive repair parts are ordered and stocked by the Stores Division (S 1). It also controls all title "B" or Equipage requiring custodial signatures, foul weather clothing and special clothing.





S 2

CWO K. BUCHANAN





DIVISION

Assigned to the Commissary Division (S-2) is the tremendous task of feeding the enlisted men of the ship approximately 10,000 meals a day. In addition to this routine problem, all sales to private messes, flight lunches, picnic lunches, beach parties, smokers, USO canteens, decorating of cakes for special occasions, purchase of provisions locally and replenishment at sea are handled through this division.





LT. J. K. RYDER

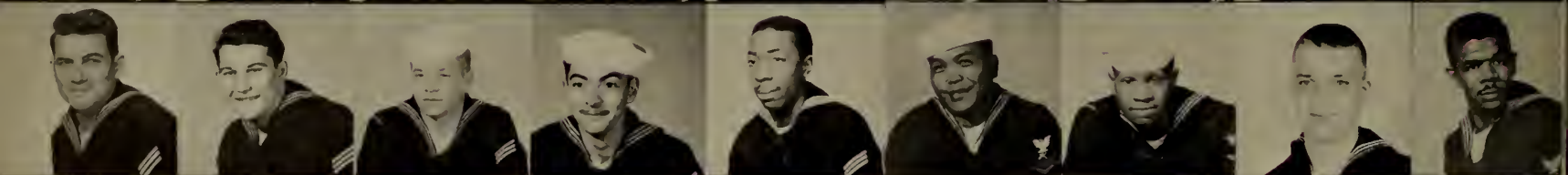
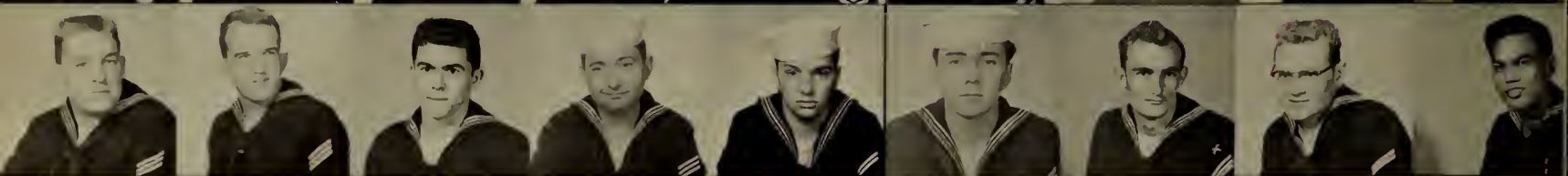


LT. B. K. LEWIS



LTJG. E. B. TRENT

S 3





DIVISION

The everyday personnel service logistic support, including laundry, dry cleaning, barbering, shoe repairing, tailoring and retail sales is provided by the S-3 Division. Regardless of operations or in-port periods 100 men in S-3 Division work long hours to assist in making the ship a sharp and efficient unit.





ENS. D. L. TADLOCK

S4 DIVISION





The responsibility for the procurement, safety, disbursement and accountability of public funds rests upon the shoulders of the disbursing division (S-4).

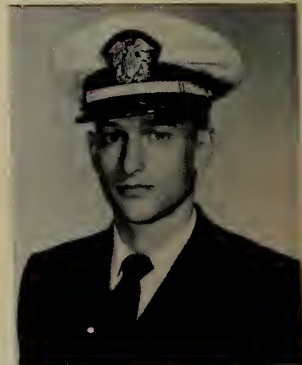
Foreign currency exchange service, special pay, savings deposits, travel and shore patrol claims, along with regular paydays and safe-keeping deposits are only a few of the services that it offers to the crew.





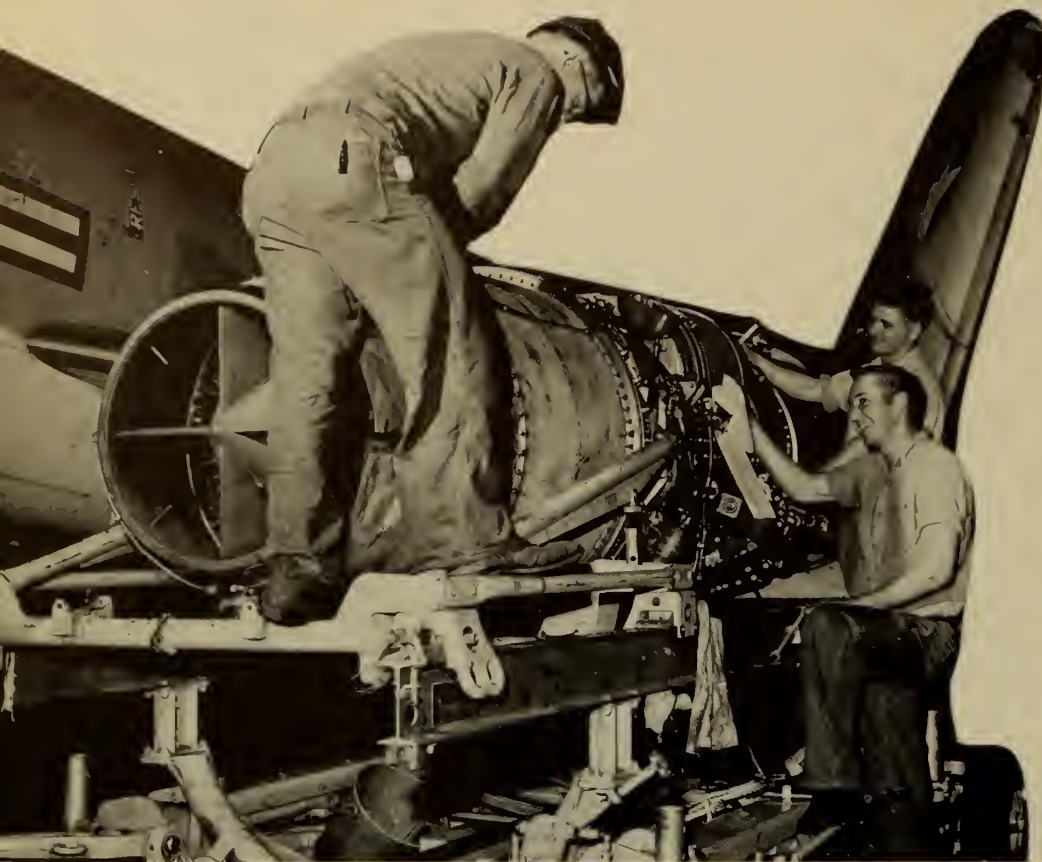
S 5 DIVISION

ENS E L WEGNER





The problem of cooking, feeding, and harboring the SARATOGA S many officers and guests in the dining quarters of the 3rd Division. With an Air Group aboard this mess hall is the 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 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2008th 2009th 2010th 2011th 2012th 2013th 2014th 2015th 2016th 2017th 2018th 2019th 2020th 2021st 2022nd 2023rd 2024th 2025th 2026th 2027th 2028th 2029th 2030th 2031st 2032nd 2033rd 2034th 2035th 2036th 2037th 2038th 2039th 2040th 2041st 2042nd 2043rd 2044th 2045th 2046th 2047th 2048th 2049th 2050th 2051st 2052nd 2053rd 2054th 2055th 2056th 2057th 2058th 2059th 2060th 2061st 2062nd 2063rd 2064th 2065th 2066th 2067th 2068th 2069th 2070th 2071st 2072nd 2073rd 2074th 2075th 2076th 2077th 2078th 2079th 2080th 2081st 2082nd 2083rd 2084th 2085th 2086th 2087th 2088th 2089th 2090th 2091st 2092nd 2093rd 2094th 2095th 2096th 2097th 2098th 2099th 2100th 2101st 2102nd 2103rd 2104th 2105th 2106th 2107th 2108th 2109th 2110th 2111th 2112th 2113th 2114th 2115th 2116th 2117th 2118th 2119th 2120th 2121st 2122nd 2123rd 2124th 2125th 2126th 2127th 2128th 2129th 2130th 2131st 2132nd 2133rd 2134th 2135th 2136th 2137th 2138th 2139th 2140th 2141st 2142nd 2143rd 2144th 2145th 2146th 2147th 2148th 2149th 2150th 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S 6 DIVISION



LCDR. E. C. NEWTON, JR.



LTJG. J. H. CHASTAIN





Last but not least in the Supply Department is the Aviation Stores Division. The functions of this Division are to requisition, receive, store, issue, and account for all technical aviation material to be used by deployed squadrons, the ship's aircraft, and the Bureau of Aeronautics special equipment aboard the USS SARATOGA.





RHODES



It did not look like much when we alighted from the liberty launches, but to our very pleasant surprise Rhodes, the glittering pearl of the Dodecanese Islands, proved to be a delightful place of rest for the men of the SARATOGA.

A visit to the old walled town was a must, and if, as mythology relates, Rhodes was the nymph mistress of the god Apollo, then surely it must have been he who placed the beautiful flowers that abound here upon her bronzed form.

The quaint old markets, the pottery factories and wonderful men's clothiers, these were among the many things that turned our stay in Rhodes into a wonderful and long to be remembered experience.



The old Walled City by bicycle



A liberty run to the island



Divine Services



CDR. W. L. WOLF
Protestant Chaplain



CDR. R. W. RICKER
Protestant Chaplain



PROTESTANT



CDR. J. J. BURNS
Catholic Chaplain



CDR. J. P. TRODD
Catholic Chaplain



CATHOLIC



JEWISH



CARRIER AIR GROUP THREE



CDR. R. H. Mills
CAG



CDR. J. D. ECKARD



LT. J. J. ACKER



LT. H. D. GARRETSON



LT. R. S. McELWAIN



LTJG. R. D. KARIG



LT. R. I. McFARLAND



LTJG. S. H. BLOCK

LTJG. B. M. HARKINS



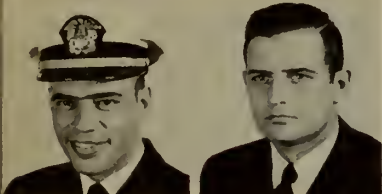
VF-31



CDR. J. E. TEFFT LCDR. D. L. BRIGGS



LT. R. H. GORMLEY LT. G. F. HAGGQUIST



LT. J. P. MANFREDI LTJG. R. H. McFATHER



LT. J. E. McKNIGHT LT. J. S. PATTON



LT. E. H. PEARCE LTJG. P. G. BARON



LTJG. T. C. GRIER LT. J. S. HENRIQUEZ



LTJG. H. L. KLEIN LTJG. R. C. LENGUEL

LTJG. K. C. SEAWRIGHT LTJG. J. A. SHAPBELL LTJG. C. T. SYLVESTER LTJG. J. B. WILDMAN LTJG. R. E. WILLIAMS ENS. E. T. PENNEY



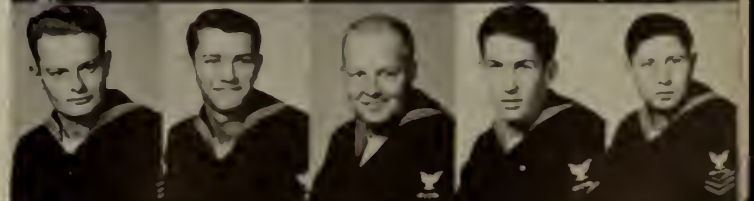
Fighter Squadron THIRTY-ONE's primary purpose on the SARATOGA is to maintain all-weather air superiority when and where desired. To do this her F3H-2N "Demon" high performance jet fighters operated many times around-the-clock and made over one-third of their cruise landing at night. A CCA approach was the rule rather than the exception.

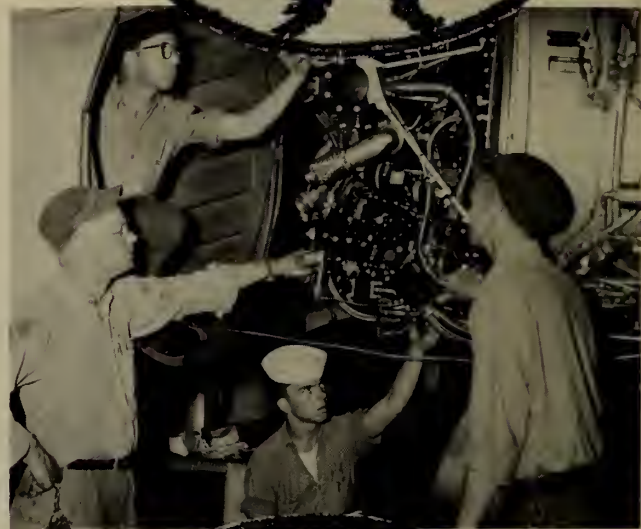
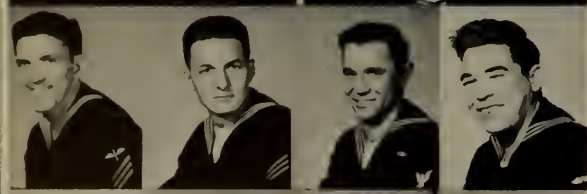
The Demon's fire control system, used with airborne radar and trained pilots, is designed to search out, automatically track, and destroy an enemy aircraft under low visibility conditions.

A varied selection of weapons such as multiple types of bombs and rockets, deadly "Sidewinder" missiles, and four rapid firing 20mm cannon give the "Tomcatters" the most versatile jet aircraft in the fleet today. This is particularly true for close air support missions. With its long range the F3H's were called upon to escort bombers or photo planes and provide fighter protection.

Long condition watches, where the VF-31 pilots sat in their aircraft poised for instant catapult launching to seek out "bogies" assigned by the "Sara's" CIC, were another common assignment.

All these varied missions and the Demon's complicated avionics, power plant, and airframe systems required an expert maintenance crew working as a team to produce the required performance. Many times the impossible was done in a short time to meet a sudden operational demand.







FIGHTING 31



TOMCATTERS
WE GET OURS AT NIGHT



VF 32



CDR. G. C. BUHRER LCDR. J. B. STETSON



LCDR. R. JOHNSON LT. J. C. GLORE



LT. M. G. McCANNA LT. B. PHILLIPS



LT. H. E. RUTLEDGE LT. D. B. YOUNG



LTJG. J. P. ALLEN LTJG. D. D. DAVIDSON LTJG. C. B. LAPP



LTJG. C. T. LUSK LTJG. J. R. NORK, JR. LTJG. H. J. SMITH



LTJG. W. J. STEPHENS LTJG. L. C. WIGGINS LTJG. K. WINSTON



LTJG. J. J. WITTMAN CAPT. K. E. DAVISON ENS. W. E. ZIMTBAUM

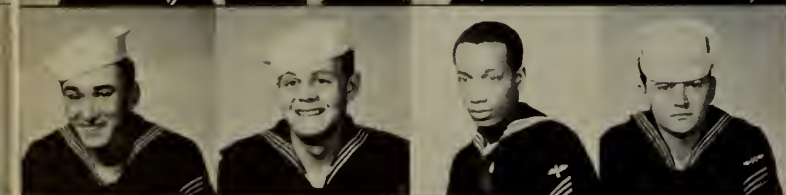


Fighter Squadron THIRTY-TWO's history dates back to World War II when it was originally formed as VBF-3, a part of Carrier Air Group THREE. The new squadron saw action in operations supporting the reoccupation of the Philippines and the marine landings on Iwo Jima. Officially designated as VF-32 in 1947 the squadron again flew combat in Korea where it flew strikes against Wonsan Harbor, Puck-chong, Chonjin and many other hot spots. After the Korean tour VF-32 was introduced to the jet-age in aviation when it was assigned the F9F-6 Cougar. The squadron was the first fleet swept wing squadron and they made an around the world cruise on the USS TARAWA, demonstrating this new fighter in the far corners of the globe.

The jet age created the need for a high performance interceptor group and, when Chance-Vought developed the new supersonic F8U-1, VF-32 became the first operational squadron to operate this new jet.

Fulfilling the squadron's mission of day and night interception is easy for the pilots of VF-32. The high performance of the F8U makes it possible for a plane to leave the catapult on the SARA'S deck and climb to 40,000 feet in under four minutes, then fly in excess of 1,000 miles per hour to intercept and destroy enemy aircraft with guns, rockets and missiles. Their inflight refueling capability makes it possible for them to prowl far beyond the normal jet range in search of enemy targets.







VA 34



CDR. E. L. McLINTOCK LCDR. S. GROVES



LCDR. C. D. TURNER LT. F. C. ANDREWS LT. D. L. FELT



LT. M. M. McLEOD LT. L. E. MORRISON LT. J. R. TUTTLE



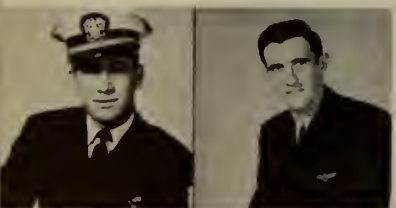
LTJG. J. T. ANDERSON LTJG. W. H. BASS LTJG. W. C. CARGILE



LTJG. B. E. CRUMPLER LTJG. J. G. CURTIS LTJG. J. G. GIAMPAOLI



LTJG. J. M. GLEIM LTJG. F. W. GRUPP LTJG. E. D. HOWELL



LTJG. D. T. JACKSON LTJG. I. D. LEWEY

LTJG. J. F. McGINN



A small unit, with only 133 men and 21 officers, the Blue Blasters tremendously increased the atomic capability of the fleet. Largely due to an outstanding maintenance crew, the Squadron came aboard the SARA with a perfect safety record in the Sky Hawk. Pilots helped, of course, and their luster was indicated by the 33 personal Navy's E's painted on the aircraft. In the first six months of the cruise the squadron flew 1,940 hours and logged 1,174 landings, while the Ordnance gang loaded 1,500,000 weapons. Currently, the Blue Blasters hold the Saratoga record for the most hours flown by a jet squadron in one day with 69.8 hours flown on 9 July 1958.









VA 35



CDR. A. E. BROWN LCDR. B. W. SMITH



LCDR. C. E. BUSBY LCDR. J. R. CONSTANTINE



LCDR. W. J. KUEHN LCDR. G. A. FALTER



LTJG. M. H. DITTMER LTJG. G. L. DEGEER



LTJG. R. B. FISHER LTJG. R. C. INMAN LTJG. G. W. JONES



LTJG. J. H. MAULDIN LTJG. K. A. MORGAN LTJG. L. B. PATRICK



LTJG. B. M. POWELL LT. R. I. TAYLOR LTJG. A. J. MARKS

ENS. B. POWELL LTJG. F. W. SHIPMAN LT. I. L. SMITH



Old friends met again when Attack Squadron THIRTY-FIVE, the third oldest carrier squadron in the fleet, embarked on the "new" USS SARAGOTA and combined talents to become "the finest in the fleet." The first time the two met was in 1937 when VA-35, then known as Bombing Squadron Three, operated from the decks of the old "SARA" (CV-3). In 1939, VA-35 was officially designated a SARA-TOGA Squadron and remained so until the latter part of 1943, and was aboard the SARA both times she was torpedoed during World War II.

Attack Squadron THIRTY-FIVE and her versatile AD-6 "Skyraiders" have performed a greater variety of missions and flown more hours than any other squadron in the Group. Whether the task was the delivery of nuclear weapons to an enemy target; the close support of ground troops with bombs, rockets, and cannons; night combat air patrol, or aerial refueling of jet aircraft; the pilots and planes of VA-35 were always ready.

No unit, no matter how large or small, can function properly and safely without a well trained and capable crew. VA-35 boasts the best in the Navy. The initiative, ability, and effort displayed by the men of Attack Squadron THIRTY-FIVE has given her pilots the confidence so necessary to a precision team, and has enabled the squadron to establish an outstanding and enviable record.







VAW-12

LCDR. A. R. GOODALL



LT. J. W. DAVISON, JR.



LTJG. R. PRENTICE



LTJG. B. E. BOTHWELL



LTJG. E. J. FURDAK LTJG. E. S. SCHOENBERGER



LTJG. J. R. PAYNE LTJG. W. L. RAGSDALE



LTJG. W. T. SAGAN LTJG. M. L. SORNBORGER



ENS. W. F. HALE ENS. W. P. REILLY



Flying the AD5W, Detachment Forty-Three of Carrier Airborne Early Warning Squadron Twelve comes to the SARATOGA under Commander Carrier Air Group Three from NAS Quonset Point, Rhode Island, with Lcdr. A. R. Goodall in charge. Given the missions of extending the radar range of the Task Force to provide early detection of aircraft and ships, acting as middleman to extend ships and aircraft radio communications as well as constantly being alert for Search and Rescue, the "friendly Guppy" can be found in the air at all hours of the day or night donating their services.



VAAW 33



LCDR. J. J. DULHAGEN



LTJG. J. H. BOSWELL



LTJG. W. I. BROWN



LTJG. J. E. KLEIN



LTJG. D. J. MAYNARD

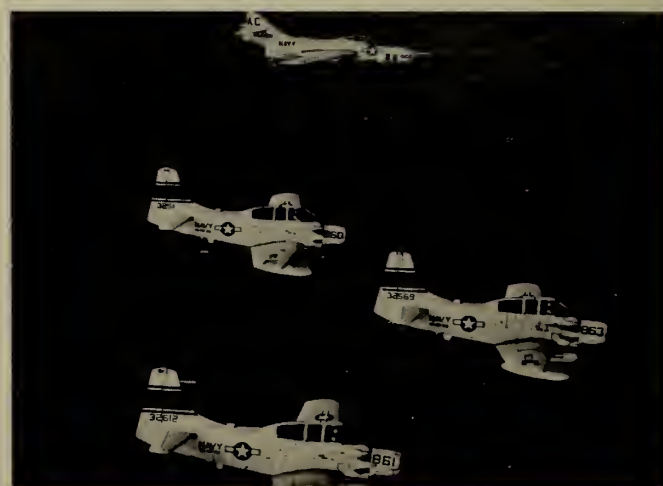


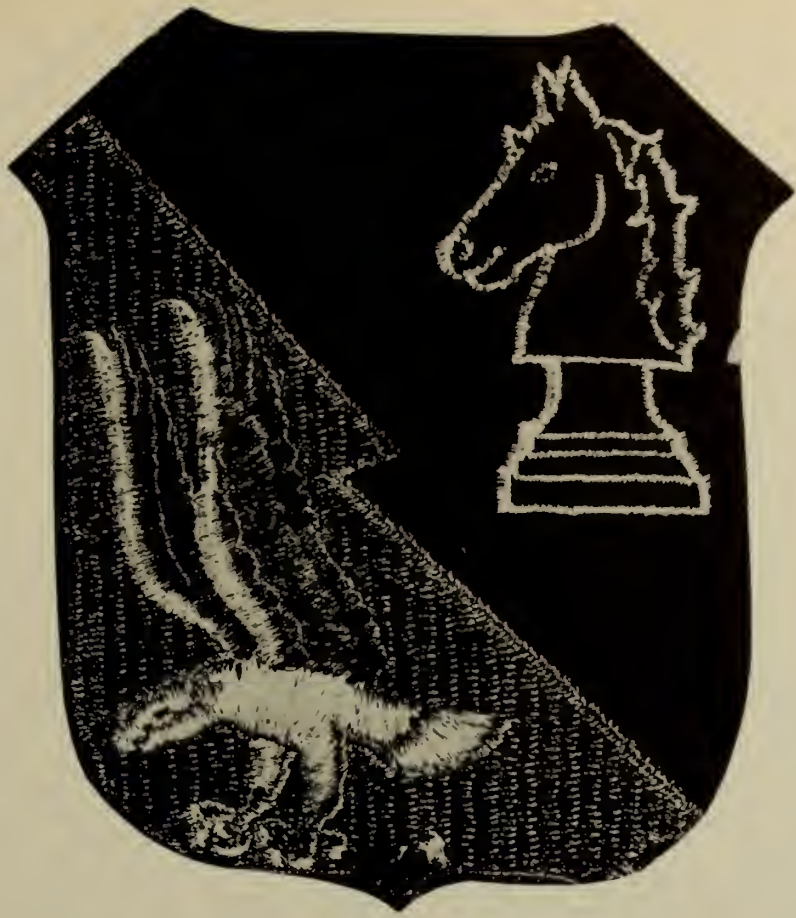
LTJG. J. C. MOSER
ENS. R. L. STERLING



The roar of the engine of a mighty AD5N aircraft introduces us to the officers and men of All Weather Attack Squadron 33, detachment 43. The detachment presently serving aboard the SARATOGA was formed on 1 July 1957, at the parent squadron's home base, NAS Atlantic City, New Jersey. The normal complement consists of approximately four aircraft, six pilots, and about forty enlisted men.

The primary mission of this group is day and/or night weather attack, in addition to the all-important mission of path-finding. In addition, the AD5N flown by this detachment has other capabilities such as special weapons, electronic counter-measures, and radar jamming.





VFP 62



LCDR. C. E. RAY



LTJG. C. M. CHITTY, JR.



LTJG. C. W. COUNTER



LTJG. J. P. HENNESSEY



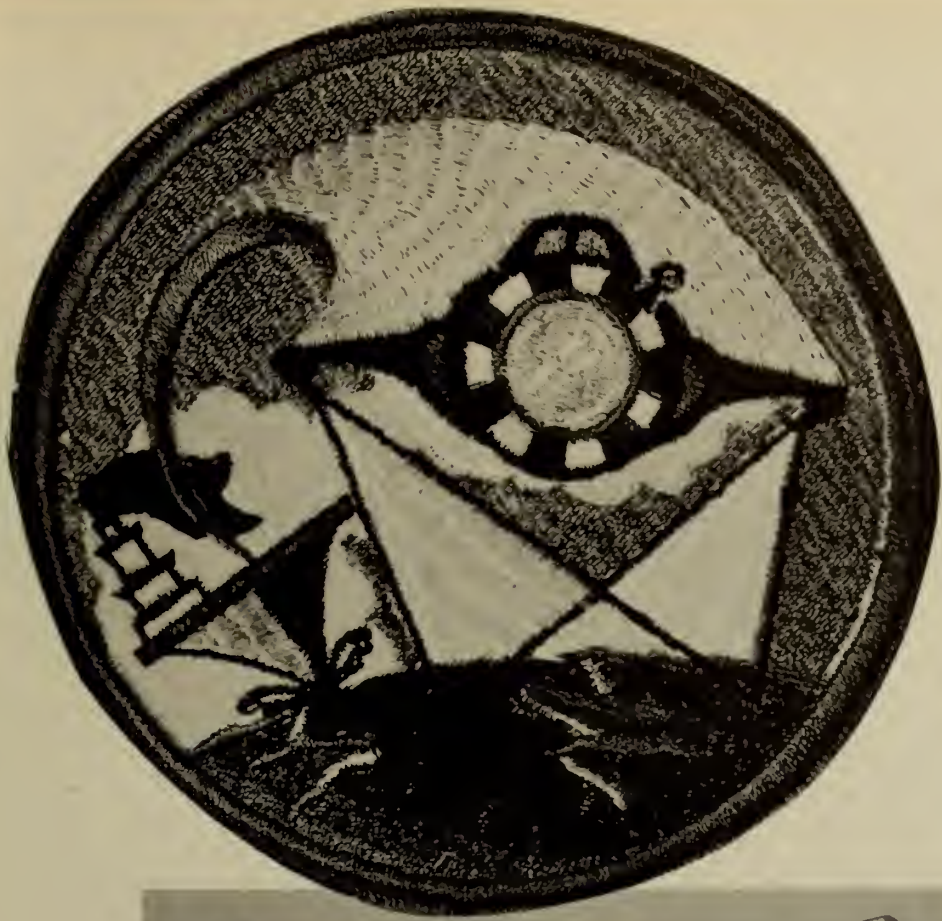
LTJG. H. C. NORTH, JR.



LTJG. R. J. WALTERS

As a result of the experience gained during World War II and the Korean War, it has become apparent that the information collected through aerial reconnaissance is of paramount importance, both tactically and strategically, to every command in any conflict, large or small. In order to have access to the intelligence information available from aerial photographs, the Navy commissioned squadrons with aircraft specifically equipped and configured for accomplishment of the primary mission of aerial photography. Today every attack carrier found in a Navy striking force carries a small detachment of men and aircraft from one of the two existing fighter-photographic squadrons. A detachment, such as Light Photographic Squadron SIXTY-TWO, Detachment 43 aboard the SARATOGA, is the eyes of the fleet, and its pilots man the aircraft which are armed with cameras rather than guns.





HU 2



LT. H. BIPPUS





The purpose of HU-2 Det. 43 is to provide utility services for the Saratoga and its embarked Air Group.

Its mission is two fold: First, it supplies the necessary aircraft rescue service required by all operating aircraft carriers by being airborne whenever the launch and recovery phase is being conducted.

Second, HU-2 supplies the utility service for the carrier by carrying out the delivery and pick up of U. S. Mail and Guard Mail, the transfer of personnel between ships when operating at sea, and the various tasks that a Helicopter is required to perform.





CDR. W. R. HAZLETT CDR. E. R. HORRELL CDR. N. K. McINNIS LCDR. J. E. COUSINS



LCDR. R. E. FOWLER LCDR. R. W. LEGARE LCDR. C. C. McBRATNIE



LCDR. J. A. NELSON LCDR. R. B. WILLIAMS LT. A. B. BLIESENER



LT. R. H. CONN LT. R. L. FIELD LT. T. J. KILCLINE



LT. G. H. WATERS LTJG R. G. ANDERSON LTJG. A. C. DEANA LTJG. J. L. HUTTON LTJG. A. P. FENNELL



LTJG. W. W. LANE LTJG. C. J. MCCARTHY LTJG. P. W. NEBEL LTJG. E. P. PARRIS LTJG. J. M. ROSS



LTJG. H. W. SCHMID LTJG. M. G. SMITH LTJG. J. C. STEVENS LTJG. W. K. TURNER ENS. V. L. DORR
ENS. G. T. GUTTERY ENS. J. V. MASSEY ENS. J. C. PETERSEN ENS. K. P. RODGERS WI. H. R. COWDEN



VAH 9



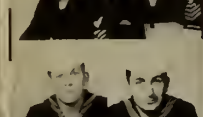


The "Ole Owls" of HEAVY ATTACK SQUADRON NINE (VAH-9) have enjoyed a long and close association with the USS SARATOGA. They first came aboard in May and again in July of 1957 for CARQUALS. During the Presidential Cruise in June 1957 two of the squadron Skywarriors crossed the continent from the USS Bonne Homme Richard in the Pacific to land aboard the Super Sara in the Atlantic 4 hours and 1 minute later. This was the first such non-refueled flight in history. In August 1957 VAH-9 embarked once more on the Saratoga for Operation Strikeback.

Flying the 35 ton Douglas Skywarrior on the 1958 Mediterranean Cruise the mission of Heavy Attack Squadron Nine was to provide long range, all weather, nuclear strike capabilities for the U. S. Sixth Fleet. The normal flight crew consisted of a second tour aircraft commander, a bombardier/navigator, and a radar gunner. These crews were backed by an outstanding maintenance and support group. In March 1958 VAH-9 shattered the existing record of hours flown by a carrier based Heavy Attack Squadron by more than 100 hours, then two months later they broke their own record.

Ranging the length and breadth of the Mediterranean during the cruise, the high flying "Owls" of Nine personified their motto "Facta Non Verba," or "Deeds Not Words."









VAH 9





VAH 9



foreign merchandise



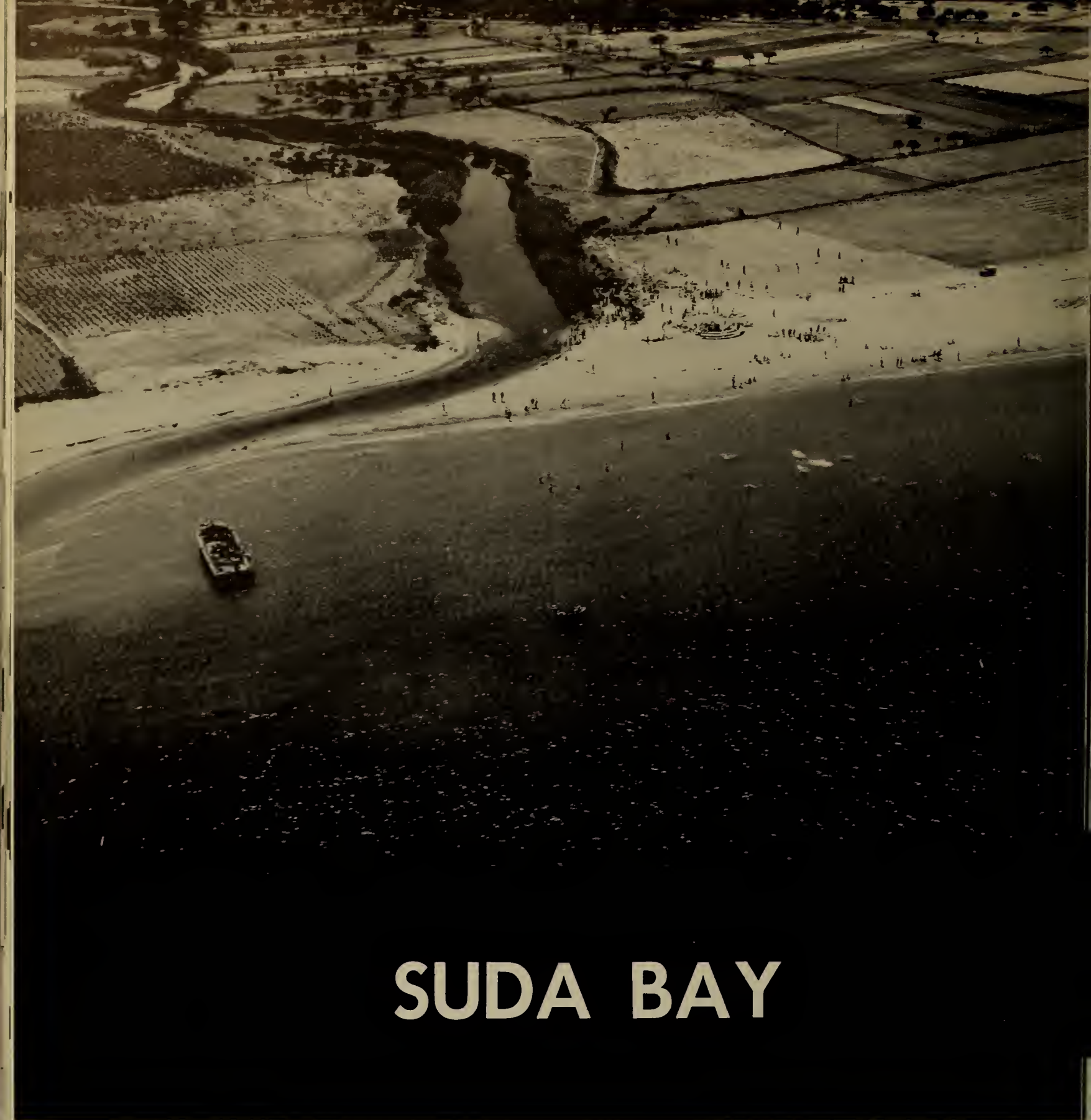
Fashions . . .



The "Market Place"



. . . On Display



SUDA BAY

Undoubtedly one of the most unusual liberty calls we experienced was had at Suda Bay, Crete. Now, quite contrary to Sixth Fleet regulation the liberty uniform was dungarees and waterwings. This is quite understandable considering the fact we waded ashore in chest deep water. At any rate, the water was cool and reviving, the beer wet, and the sun strong enough that many a Sara man spent more than just a few hours paying the penalty for a day away from work. Ah well, what price peace.



after 1630.



The best link with home



Relaxation at its best





Coffee Break!



More calories in off-hours



Healthy, Well-Tanned
Sailors at work



Starting from the proverbial "scratch," WCVA-60 TV, the ship's closed circuit television station, has grown and grown until today a daily program schedule consisting of the latest stateside shows and an abundance of highly talented ship-board acts are presented to the crew. The present plans of the station call for the eventual broadcasting of our programs to other units of the fleet while at sea.

WCVA-60, the Voice of the SARATOGA, is the sister station to WCVA-60 TV. It is the ship's radio station, and over its two channels may be heard the finest in classical, popular and hillbilly music from reveille to taps.



The best of home!

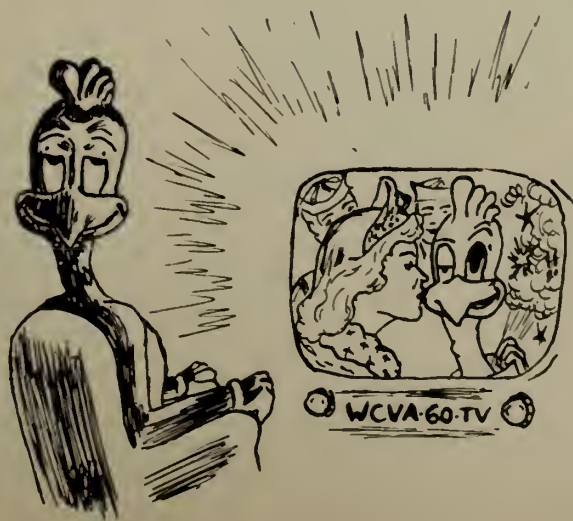




An elite panel



The Captain speaks







AERIAL DEMONSTRATION
BY
CARRIER AIR GROUP THREE

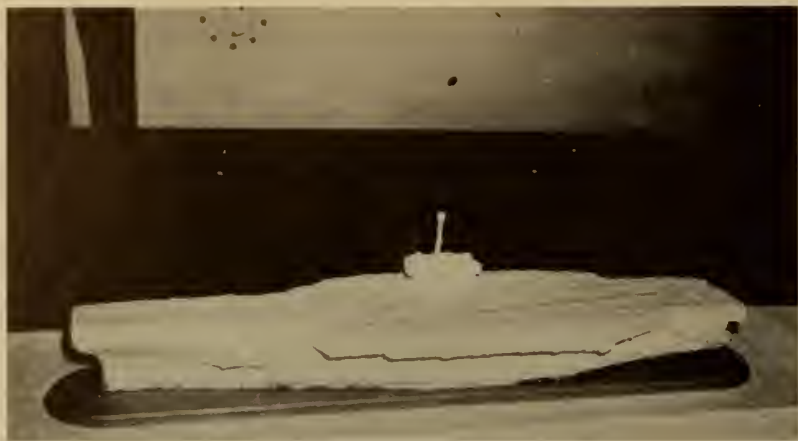
FOR

Their Royal Hellenic Majesties



16 JUNE 1958





The Mighty Sara

On 14 April 1958 approximately 300 officers and men gathered to celebrate the second anniversary of the commissioning of the USS SARATOGA CVA-60, the sixth ship to bear the proud name that dates back to America's War of Independence. These men represented all that remained of the ship's original complement, assigned to the vessel during pre-commissioning school.

Master-of-Ceremonies at the party was Commander Warren L. Wolf, CHC, USN. Captain Alfred R. Matter, skipper of the SARATOGA, installed Vice Admiral Clifford S. Cooper, Commander, Carrier Division Six, as an honorary plank owner of the mighty carrier.



Captain and Chaplain officiate



BIRTHDAY



Enough for all hands



Adm. COOPER'S DAY



ADM. Cooper cuts his cake

June 1958



Captain Matter



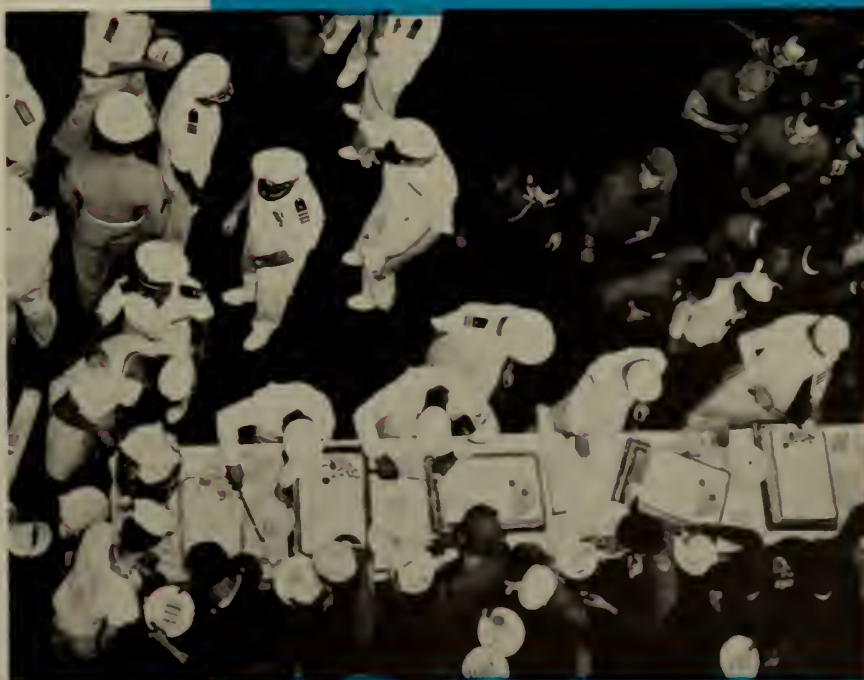
ADM. Cooper



Congratulations!



Cdr. R. W. Windsor, Jr.





10,000th Landing



11,000th Landing



12,000th Landing



13,000th Landing



15,000th Landing



17,000th Landing



18 000th Landing



M. A. A.



Roll call





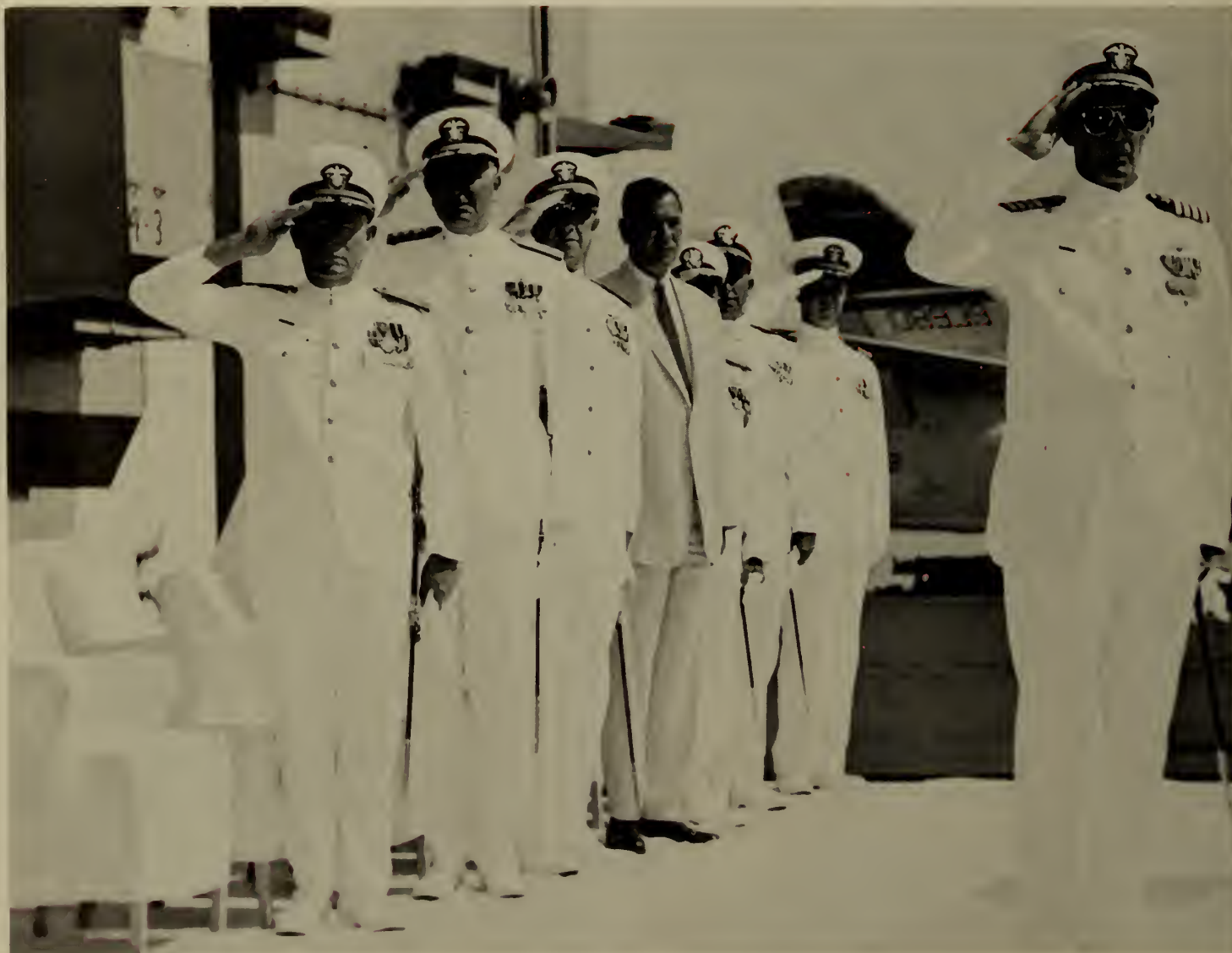
"Police" in action





CHANGE OF COMMAND
OF
CARRIER DIVISION SIX
ABOARD
USS SARATOGA (CVA-60)

CANNES, FRANCE
WEDNESDAY, JULY 2, 1958
10 A.M.





SECRETARY OF THE

The Honorable Thomas S. Gates



VADM. C. R. Brown, Secretary Gates, and RADM. C. S. Cooper

NAVY



Welcome Aboard!



Secretary Gates



A tour of the galley . . .

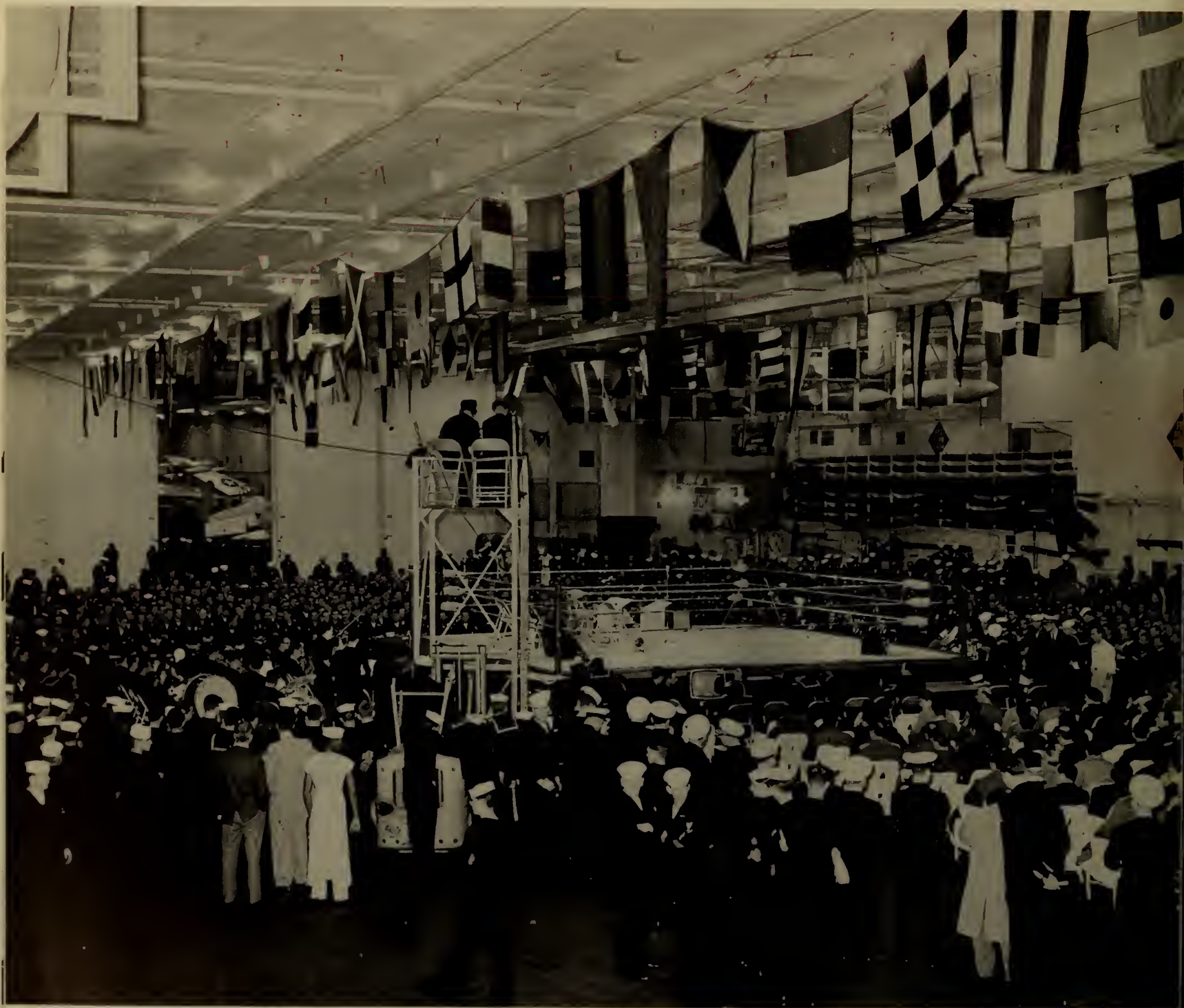
Visits The Sara

. . . and the catwalks



NAPLES SMOKER

SARATOGA entertained NATO guests from the Naples area on the evening of 26 February at a smoker that had all the excitement of a three ring circus and the action of a fight night at Madison Square Garden.



Chaplain Wolf introduces a night of international sport



The Medical Officer leads the crew in two original ship's songs





Action in the SARA's "Madison Square Garden"



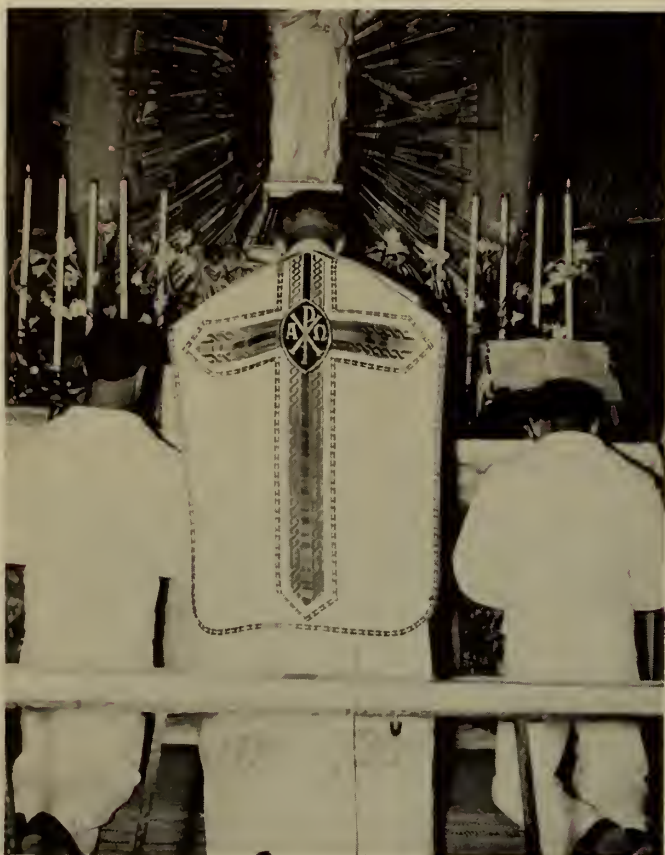


Chaplain Wolf (left), Captain Matter (right) and NATO guests

Musical talent on display



LOURDES



For many members of our crew the visit to Lourdes, France was a culmination of a life long desire. It was here the Blessed Virgin Mary made her appearance before Saint Bernadette, and made a miraculous stream of water flow from a rock grotto.

The SARATOGA men who visited this most holy shrine of the Catholic faith attended daily Mass and Communion as well as participating in a religious procession composed of thousands of people representing many countries. The ship's visiting contingent, led by Chaplain Father Burns, Cdr., CMC, earned the praise of those who witnessed their participation in religious ceremonies, and many voices were heard to say that these men were truly a credit to our country and the United States Navy.



Two crew members pause before "The Crowned Virgin"



The Esplanade—fronting the Rosary Basilica

SPECIAL EVENTS



Members of SARA crew open hearts to children of CASA PROVINCIAL, an orphanage in the city of Palma de Mallorca.





"Carney" pitch SARA style as crewmen purchase tickets for Memorial Stadium fund drive



Regulars rubbed their eyes in disbelief, but it was breakfast in bed for one gate fund raffle winner

SPECIAL EVENTS

RAFFLES
AND
HYNOTISTS;
TROUBADORS

AND →



It's all right son,
It won't hurt a bit



University of
Barcelona
Troubadours
serenade
aboard
SARATOGA



"Bring on the girls" — Fashion show "A la Parisienne" held in Cannes, France



Sugar and spice, and, well — everything nice



O
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Sailor "models" show the latest in men's sweater fashions



SPECIAL EVENTS



J A M

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Cannes, France



STAFF

LCDR. A. V. BARBER, USN.....Advisor

LTJG. KENNETH C. ATCHISON, USNR.....Consulting Editor

ENS. JAMES R. LEDWITH, USNR.....Editor

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LCDR. A. V. BARBER



ENS. J. R. LEDWITH AND LTJG. KENNETH C. ATCHISON

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